

號四月九英港香

THIRTY DOLLARS
PER ANNUM.

Mails

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

NAVIGATION COMPANY.

— (01) —

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
MARSEILLES } and LONDON }	<i>Banca</i>	E. P. Martin, R.N.R.	10 a.m. 7th Sept.	Freight only.
YOKOHAMA :	<i>Canton</i> †	C. F. Lockstone, R.N.R.	About 9th Sept.	Freight or Passag
SHANGHAI	<i>Palawan</i>	J. Cheliew, R.N.R.	About 13th Sept.	Freight or Passag
LONDON, S.	<i>Parramatta</i> *	R. T. Cook, R.N.R.	Noon, 14th Sept.	Freight or Passag
(See Special Advertisement).		† (Passing through the Inland Sea).		
† Via SHANGHAI, MOJI and KŌBE.				

For Further Particulars, apply to

H. A. RITCHIE, Superintendent

Hongkong, 3rd September, 1901.

IMPERIAL GERMAN MAIL LINE

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENO.
ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON
 AND SOUTH AMERICAN PORTS;
 Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
<i>PRINZESS IRENE</i>	THURSDAY, 5th September.
<i>PRINZESS ALICE</i>	FRIDAY, 6th September.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS IRENE.....	THURSDAY, 5th September.
PRINZ HEINRICH.....	

PREUSSEN.	THURSDAY,	19th September.
HAMBURG, Hamburg-Amerika Linie.	WEDNESDAY,	2nd October.
SACHSEN.	WEDNESDAY,	16th October.
KIAUTSCHOU, Hamburg-Amerika Linie.	WEDNESDAY,	30th October.
BAVERN.	WEDNESDAY,	13th November.
STUTTGART.	WEDNESDAY,	27th November.
KÖNIG AIRPORT.	WEDNESDAY,	11th December.

PRINZESS IRENE.	WEDNESDAY,	25th December.
PRINZ HEINRICH.	WEDNESDAY,	8th January, 1902.
PREUSSEN.	WEDNESDAY,	22nd January, 1902.
	WEDNESDAY,	5th February, 1902.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY,	19th February, 1902.
SACHSEN	WEDNESDAY,	5th March, 1902.

ON THURSDAY, the 5th day of September, 1901, at NOON, the Steamship "PRINZESSE IRENE," of the NORDDEUTSCHER LOYD, Captain P. Wetting, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 3rd September, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 4th September, and Cargo

will be received at the Agency's Office until NOON, on WEDNESDAY, the 4th September.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
HONGKONG, 23rd August, 1901.

MELCHERS & CO.,
AGENTS. (12)

MELCHERS & CO.,
AGENTS.

HONGKONG HOTEL.

Military Band during dinner on Saturday Night

Hongkong, 15th November, 1900

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the

MANAGER

Hongkong, 2nd July, 1900.

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS

WINE, SPIRIT AND CIGAR
MERCHANTS

DIRECT IMPORTERS

ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901.

[714c] Hongkong, 4th September, 1901. [974c]

THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901.

[953c]

CLUB WHISKY.
\$12 PER DOZEN.F. O. S. WHISKY.
\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901.

[952c]

SALE! SALE!! SALE!!!
MONDAY, Sept. 2nd and following days.REMNANTS, ODDMENTS AND SOILED
GOODS, MUST BE CLEARED.

GREAT BARGAINS, ENORMOUS REDUCTIONS

WILLIAM POWELL,
LIMITED.

Ladies' and Children's Department:-
 12 dozen Straw Hats, all Shapes 25 cents each.
 25 " Children's White Cotton Socks and Hose 25 " pair.
 10 " Sprays of Flowers 25 " spray.
 12 " Ladies' and Children's White and White with Coloured
 Stripe Hose from .30 " pair.
 8 " pairs Corsets, all Sizes from .30 " pair.
 5 " Ladies' White Gauze and Merino Vests, Soiled Court Shoes \$1 pair.
 GENTLEMEN'S Tan Cotton Half Hose, at 35 cents pair.
 &c., &c., &c.

The above mentioned goods are only a few of the wonderful Bargains to be presented
for sale during the first week in September.
[955c]

B. G. HECKFORD, Manager.

OLD MATURED
JOHN WALKER WHISKY,
 FROM THE FAMOUS
KILMARNOCK DISTILLERY.
 THE FAVOURITE WHISKY IN THE OLD COUNTRY.
 ASK FOR IT!

Hongkong, 22nd July, 1901.

[775c]

To-day's
Advertisements.

WANTED

AN Experienced CLERK for a GERMAN
FIRM.
 Knowledge of GERMAN and ENGLISH
 necessary; must also be conversant with GEN-
 ERAL OFFICE WORK.
 ENGAGEMENT to date from 1st JANUARY,
 1902, or sooner.
 Reply to
 CHIFFRE X. Y.,
 C/o This Office.
 Hongkong, 4th September, 1901. [970c]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to Sell by
 PUBLIC AUCTION,
 FOR ACCOUNT OF THE CONCERNED,
 on
 SATURDAY, the 7th September, at Noon,
 at their Sales Rooms, Ice House Street,
 10,670 lbs. BISCUITS (slightly damaged),
 and
 150 SMALL GALVANIZED IRON
 BREAD TANKS.
 TERMS:—As Usual.

HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 4th September, 1901. [972c]

PUBLIC AUCTION.

THE Undersigned have received instructions
 to Sell by
 PUBLIC AUCTION,
 FOR ACCOUNT OF THE CONCERNED,
 on
 FRIDAY, the 6th September, at 11 A.M.,
 at their Sales Rooms, Ice House Street,
 12 Cases QUART CHAMPAGNE, 16 Cases
 PINT CHAMPAGNE, 3 Cases CONFECTION-
 ARY, 1 Bale GUNNY BAGS, 150-Ton
 PRESS, 2 RICKSHAS, 1 TIENSTIN CAR-
 PET, SUNDRY HOUSEHOLD FURNI-
 TURE, 2 COOKING STOVES, 2 PIANOS,
 IRON SAFE, RUGS, SUNDRY GLASS-
 WARE, CARVERS, 2 SEWING MA-
 CHINES, PAINTS, SOAPS, &c., &c.
 TERMS:—As Usual.

HUGHES & HOUGH,
 Auctioneers.
 Hongkong, 4th September, 1901. [974c]

To-day's
Advertisements.THEATRE ROYAL
CITY HALL.

SATURDAY, 7TH SEPTEMBER.

GRAND
BOXING CARNIVAL.

JACK MCALIFFE,
 Light-Weight Champion All-round Athlete of
 the World and Champion Boxer of India,
 and
 JACK SLAVIN,
 Middle-Weight Champion of Australia,
 will give Grand Exhibitions of the Art of
 Boxing, assisted by Mr. W. S. BAILEY and the
 leading
 LOCAL BOXERS.

JACK MCALIFFE,
 will also give an Exhibition of his
 WORLD-REOWNED AMERICAN AXE
 AND INDIAN TORCH CLUB
 SWINGING.

The whole forming an Entertainment never
 before witnessed in Hongkong.
 PRICES \$5, \$3, \$2.
 PLAN at ROBINSON PIANO CO.
 Military in Uniform Half-price to Back
 Seats only.

Doors open 8.30 P.M. Boxing at 9 P.M. sharp.
 BRUCE GARDYNE,
 Business Manager.
 Hongkong, 4th September, 1901. [968c]

VICTORIA RECREATION CLUB,
KOWLOON.

ANNUAL AQUATIC SPORTS.
 THURSDAY, FRIDAY & SATURDAY,
 5TH, 6TH, 7TH SEPTEMBER, 1901.
 Commencing at 4.30 p.m., on THURSDAY
 and FRIDAY; and at 4 p.m., on SATURDAY.

THE Committee request the pleasure of the
 Company of the Ladies of Hongkong,
 in the enclosure of the BATH HOUSE,
 KOWLOON, on SATURDAY, the 7th instant,
 on the occasion of the ANNUAL AQUATIC
 SPORTS.
 ADMISSION for NON-MEMBERS, each day,
 50 Cents; Soldiers, Sailors, and Children
 Half price.
 Hongkong, 4th September, 1901. [973c]

TO LET.
 GODOWN—PRAYA, KENNEDY TOWN.
 Apply to
 THE HONGKONG LAND INVEST-
 MENT & AGENCY CO., LD.
 Hongkong, 4th September, 1901. [971c]

DOUGLAS STEAMSHIP COMPANY,
 LIMITED.
 FOR SWATOW.
 THE Company's Steamship

"HAICHING."
 Captain Davis, will be despatched for the
 above Port, on FRIDAY, the 6th instant,
 at 9 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFAIR & Co.,
 General Managers.
 Hongkong, 4th September, 1901. [969c]

INDO-CHINA STEAM NAVIGATION
 COMPANY, LIMITED.
 FOR MANILA (DIRECT).
 THE Company's Steamship

"LOONGSANG."
 Captain Weigall, will be despatched as above
 on SATURDAY, the 7th instant, at 5 P.M.
 This Steamer has Superior Accommodation
 for First class. Passengers, is fitted throughout
 with Electric Light and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co.,
 General Managers.
 Hongkong, 4th September, 1901. [967c]

IMPERIAL GERMAN MAIL LINE.
 NOTICE TO CONSIGNEES.
 THE Steamship

S.S. "PREUSSEN"
 of the NORDDEUTSCHER LLOYD,
 having arrived, Consignees of Cargo are hereby
 informed that their Goods, with the exception
 of Opium, Treasure, and Valuables, are being
 landed and stored at their risk into the Godowns
 of the Hongkong and Kowloon Wharf and
 Godown Company, Limited, Kowloon, whence
 delivery may be obtained.
 No Claims will be admitted after the Goods
 have left the Godowns and all Goods remaining
 undelivered after the 10th instant, will be
 subject to rent.
 All broken, chafed, and damaged Goods are to
 be left in the Godowns, where they will be
 examined on TUESDAY, the 10th instant, and
 THURSDAY, the 12th instant, at 9.30 A.M.
 All Claims must reach us before the 10th
 instant, or they will not be recognized.
 No Fire Insurance has been effected.
 Bills of Lading will be countersigned by the
 Undersigned.

NORDDEUTSCHER LLOYD,
 MELCHERS & CO.,
 Agents.
 Hongkong, 4th September, 1901. [966c]

C. E. WARREN,
 BUILDING CONTRACTOR,
 WYNDHAM STREET (Opposite to the
 CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED
 AND FIXED, DRAINS, TRAPS,
 WASTE PIPES, &c., CLEANSED AND RE-
 PAIRED. Sanitary Board Notices receive
 prompt attention. Agent for MOSAIC TILES.
 Prices on Application. [558c]

AN APPEAL.
 THE SUPERIORITY OF THE ITALIAN
 CONVENT, CAINE ROAD, begs most
 respectfully to APPEAL to the Residents of
 Hongkong and the Coast Ports, for their kind
 patronage and support, and desires to state that
 she will be pleased to receive orders for all kinds
 of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
 and Collars renewed on old ones.
 Ladies and Children's Under-clothing, Children's
 Dresses, and all kinds of Embroidery.
 Materials can be supplied, if required.
 The Superiority will also be most grateful
 for any PAPER, or old ENVELOPES to be made
 into Books for the Children of the Poor Schools,
 who are taught by the Sisters.
 Hongkong, 22nd April, 1902.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

A.—SUPERIOR PALE DRY,
 Dinner wine, Green Seal Cap-
 sule \$10.80

C.—MANZANILLA, PALE
 NATURAL SHERRY, White
 Capsule 12.00

CO.—SUPERIOR OLD PALE
 DRY, NATURAL SHERRY, Red
 Seal Capsule 12.00

D.—VERY SUPERIOR OLD
 PALE DRY, choice old wine,
 White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD
 PALE DRY, very finest quality,
 Black Seal Capsule (Old
 Bottled) 20.40

In addition to wines of our own
 bottling, the following brands, bot-
 tled in Europe, have been specially
 selected, and procured from the cele-
 brated firm of Messrs. GEO. G.
 SANDEMAN, SONS & Co., of Lon-
 don and Oporto, for whom we have
 been appointed Sole Agents.

LIGHT DRY \$17.00
 SOLERA 25.00
 VERY PALE DRY 25.00
 FULL GOLDEN 30.00
 PALE DRY NUTTY 32.00
 FINE OLD BROWN 42.00

A. S. WATSON & CO., LIMITED,
 THE HONGKONG DISPENSARY.

BIRTH.
 At Cree Hall, Singapore, on the 25th August,
 Mrs. F. E. JAGO, of a son.

DEATH.
 On 28th August, at the General Hospital,
 Singapore, JAMES AYLING, aged 39 years.

The Hongkong Telegraph
 HONGKONG, WEDNESDAY, SEPTEMBER 4, 1901.

NOTES AND COMMENTS.

The Latest Bunder.

Shanghai has won a by no means enviable
 reputation for its bunders and the latest,
 which our London correspondent mentions,
 is, perhaps, one of the finest samples we
 have seen for a long time. Shanghai has
 informed London that we are to exchange
 Wei-hai-wei with Germany for some con-
 cession on the Yangtze. Did anyone ever
 hear such a beautiful bunder? So far as
 we know, Germany has nothing more to
 concede on the Yangtze than we have, and
 every old China hand well knows that we
 possess nothing there, for the omission of
 the little world "other" rendered our much
 talked about Yangtze Agreement so much
 waste paper. Besides, it is not likely that
 we should be troubling about turning Wei-
 hai-wei over to civil administration if there
 was the slightest prospect of its being handed
 to Germany, which we most certainly believe
 there is not. Doubtless Germany would
 like to have Wei-hai-wei, and so would
 France, and Russia, and China, and Japan,
 or, in fact, any other Power one liked to
 name, but one might just as well talk of
 exchanging Hongkong for the moon as giving
 away the northern Colony for something
 which does not exist.

Shocking Ignorance.

The appalling ignorance of the folks at
 home with respect to China and all ques-
 tions relating thereto was well illustrated by
 Mr. Asquith in his speech at the opening
 of the China Exhibition in London the
 other day. According to our London Cor-
 respondent Mr. ASQUITH said that "China
 had for some months past, been a country
 of absorbing interest." Mr. ASQUITH,
 although he probably didn't know it, was
 really telling the London folk the truth. In
 all probability had you asked the average
 man in the street a couple of years ago,
 what he knew about China he would have
 told you that it was somewhere out in the
 East and that it had a great wall, produced
 tea, and the people wore pig-tails and spoke
 pidgin-English. That was, a couple
 of years back, the stock of knowledge of
 China which the average Londoner possessed.
 And to-day we fear that matters are very
 little better. People have read the papers
 telling of the stirring events out here, they
 have, perhaps, seen a map and know where
 China is, and they have learnt a few names,
 glibly off. But a real knowledge of China,
 or our interest in the country is as far from
 the general London Public as ever. To
 them China is little more than a name and
 Hongkong is known more as a place to
 which to consign people in default of a
 much warmer one than as a flourishing
 centre of British enterprise and commerce.

COTTAM & Co. for the K. WALKING and
 SHOOTING BOOTS.

Our Indian Army.

We are glad to see that Mr. CHAMBER-
 LAIN has been disabusing the minds of the
 European Powers of the mistaken idea that
 our Indian Army is only maintained for pur-
 poses of warfare against non-European foes.
 During the progress of the China expedition,
 the troops of other European Powers have
 seen what our Indian Army can do, and
 have been able to form their own opinions
 of it. Our Indian troops, too, have had an
 opportunity of seeing some of the picked
 men of the armies of Europe, and they in
 their turn have formed their own opinions
 which, in several instances, it would not be
 either polite or politic to give utterance to.
 Of one thing, as pointed out by Mr. CHAM-
 BERLAIN, all Europe may rest assured, and
 that is that our Indian Army is kept for
 work and will be employed when and where-
 soever we please, no matter what the colour
 or nationality of our foes may be. And we
 think that we may go further and say that
 when that day comes our Indians will not
 be found wanting, for they are, as we know,
 as fine a body of men as any European
 country can produce.

REUTER'S TELEGRAMS.

THE FRANCO-TURKISH
DIFFICULTY.

LONDON, September 2nd.
 The Turkish Ambassador has quitted
 Paris.

VENEZUELA AND COLOMBIA.
HOSTILITIES IMMINENT.

Nine thousand Venezuelan regulars are
 massed on the frontier ready to assist the
 Colombian revolutionists.

THE FRANCO-TURKISH
DIFFICULTY.

Turkey has solicited Germany's mediation
 in her difficulty with France.

BRITISH SOUTH AFRICA.
CAPE COLONY BEING CLEARED
OF THE ENEMY.

It is stated that the Herzog's and Late-
 gan's commandos have been driven back
 into the Orange River Colony.
 The Middleburg, Cradock, Graaf-Reinet
 and Steynsburg districts are nearly clear of
 the enemy.

LOCAL AND GENERAL.

THE WEST RIVER gunboat Robin returned
 to Hongkong this morning.

THE ENGLISH MAIL of the 3rd ult. was
 delivered in London on the 2nd inst.

A SLIGHT COLLISION took place yesterday
 between a launch and a cargo boat. The boat
 was damaged to the extent of \$50.

IT WILL BE SEEN by reference to our ad-
 vertising columns that a vacancy exists for a
 clerk with a knowledge of German and English.

THE GOVERNMENT Public Bath House
 close to No. 2 Police Station was accidentally set
 fire to and quickly burnt to the ground. The
 damage done is estimated at \$75.

THE WHOLE of the day has been taken up
 by the arguments of counsel in the Leung Kun
 Yau versus the Captain Superintendent of
 Police case. Claim for £100. Judgment is
 reserved.

THE FUNERAL of George Gidley, aged 13,
 took place yesterday. He was a younger brother
 of several officers in the public service who are
 widely known and respected. We regret to
 say another brother is lying seriously ill in the
 Government Civil Hospital.

THE SHOOTING CASE by a European Con-
 stable, from what we can hear, is a pure case of
 accident. It occurred in Wanchai, and a Chi-
 naman was shot through the fleshy part of the
 foot. He is in the Government Civil Hospital
 and no serious complications are anticipated.
 We wonder if it was another case of "I did
 not know it was loaded."

WE DO NOT SEE much point in the heading
 of Reuter's telegram about South Africa. We
 have known for some time past that Cape
 Colony is being cleared of the enemy, but the
 spring clean seems to take a long time. So
 far as we remember, Cape Colony has been
 nearly clear of the enemy for several months
 past. What we want to hear is that the clean
 up has been quite accomplished. Nearly,
 says the proverb, is only half-way.

IT REALLY LOOKS, at the time of writing, as
 though a Volunteer Concert was at last to come
 off on the date originally fixed. Of course there
 is still time for rain to put in an unwelcome
 appearance, but we hope that the Clerk of the
 Weather will relent this time. An excellent
 programme has been provided, and those who
 go to the Volunteer Headquarters this evening
 may be sure of a good time in a good cause.
 We hope to see a record audience. Tickets
 have been at a premium for some time past.

THE SULTAN is apparently a believer in ar-
 bitration in international disputes, for Reuter
 tells us that Turkey has solicited Germany's
 mediation in her difficulty with France. The
 Sultan no doubt looks upon theaiser as a
 very fit and proper person to arbitrate, particu-
 larly after the receipt of his late message,
 but it remains to be seen whether the French
 taking into consideration that Germany is their
 hereditary enemy, will care for the Sultan's
 selection. It would be almost as bad were the
 Sultan to make a similar appeal to Great
 Britain.

COTTAM & Co. for RIDING WHIPS and
 LEATHER PUTTEE LEGGINGS.

MR. G. P. LAMBERT left for Japan to-day
 on a holiday trip. We hope that he will have a
 good time and will return much benefited by
 the trip. "George" is one of those people
 whom we cannot spare for long. Concerts
 and A.D.C. performances would seem very hard
 and blank without him.

THE STEAM ROLLER seems to have been
 suffering the most acute bodily and mental pain
 in front of our office all day. Its groans, squeals,
 shrieks and gurgles have been quite heart-rend-
 ing at times. It appears to want a dose of oil
 badly. From the look of the road which it is
 supposed to have rolled we should say that it
 was copying our jerry builders and scamping
 the work in places.

THE VICTORIA RECREATION
CLUB.

ANNUAL AQUATIC SPORTS.

THE FIRST DAY'S PROGRAMME.

We would remind our readers that to-morrow
 is the first day of the Annual Aquatic Sports of
 the Victoria Recreation Club and that the
 proceedings commence at half-past four.

We publish below the programme for the
 first day, from which it will be seen that though
 the entries are by no means so large as lovers
 of aquatics would like to see, yet some good
 sport should be provided. Several well-known
 names are absent from the list of entries, but
 we note that the Brothers Alves are still to the
 fore, and we all know that they will take a deal
 of beating.

PROGRAMME.

President:—His Excellency Sir Henry A.
 Blake, G.C.M.G.
 Chairman:—Hon. H. E. Pollock, K.C.
 Committee:—Mr. F. W. White, Mr. A.
 Denison, Mr. E. M. Hazeland, Mr. Thos. H.
 Reid, Mr. M. Melver, Mr. W. Armstrong, Mr.
 W. S. Bailey, Mr. A. A. Alves, and Mr. H. W.
 B. Kennett.
 Hon. Treasurer:—Mr. W. H. Potts.
 Hon. Secretary:—Mr. E. A. Sargent.
 Umpires:—Mr. W. Armstrong, and Mr. A.
 Denison.
 Referee:—Mr. H. W. B. Kennett.
 Starter:—Mr. T. Meek.
 Official Time-keeper:—Mr. E. M. Hazeland.
 Handicappers:—Mr. F. W. White, and Mr.
 M. Melver.

To Start at 4.30 p.m. prompt.
 1.—4.30 P.M.—HALF-MILE CHAMPIONSHIP OF
 THE COLONY: Open to all-comers. 1st
 prize presented by Hon. J. J. Bell-Irving,
 and prize presented.

1. E. W. Carpenter 8. H. Wanless, Kow-
 2. A. J. Mackie loon Naval Depot
 3. F. K. Tata 9. A. E. S. Alves
 4. F. D. Bain 10. A. A. Alves
 5. A. Humphreys 11. Frank Jorge
 6. J. M. Roza Pereira 12. W. Miley, 38 Co., R.A.
 7. M. A. Razack 13. S. R. Moore
 14. N. H. Alves

2.—5.00 P.M.—TWO LENGTHS (HANDICAP).
 Open to Competitors over 35 years of age.
 1st and 2nd prize presented.

1. A. M. Roza Pereira, "Go"
 2. T. H. Reid Ows to Secs.
 3. M. A. de Souza "15"
 4. M. Melver "17"
 5. H. Summers "20"
 3.—5.15 P.M.—PLUNGING.—Two prizes.

1. A. J. Mackie 10. J. M. Roza Pereira
 2. C. E. Ellis 11. M. A. Razack
 3. E. R. Miller 12. N. H. Alves
 4. W. T. Andrews 13. A. E. S. Alves
 5. M. S. Soares 14. A. A. Alves
 6. J. A. Fredericks 15. Frank Jorge
 7. F. K. Tata 16. A. Loureiro
 8. F. D. Bain 17. F. M. Roza Pereira
 9. A. Humphreys

4.—5.30 P.M.—FOUR LENGTHS, HANDICAP.
 Two prizes presented.

First Heat
 First and Second in each heat to Swim
 in the Final.

1. Fred. E. Ellis Ows 2 Secs.
 2. F. D. Bain "3"
 3. A. J. Mackie "6"
 4. A. H. Lammer "17"
 5. A. Humphreys "18"
 6. N. H. Alves "17"
 7. A. E. S. Alves "23"
 5.—5.45 P.M.—FOUR LENGTHS, (Army
 Navy, and Police). Non-Members. Two
 Prizes.

1. H. G. Hawkins, R.A. H.M.S. Dido.
 2. A. E. Jay, Winter H.M.S. Dido.
 3. H. Wanless, Kowloon Depot.
 4. Sgt. Major A. J. Wiseman, R.A.M. Corps.
 5. Bandsman R. Gregory, R.W.F.
 6. Pte. W. Roberts, R.W.F.
 7. Pte. J. Collins, R.W.F.
 8. Pte. Monk, R.W.F.
 9. Lance-Corp. Hogg, R.W.F.
 10. Bandsman J. Andrews, R.W.F.
 11. W. Miley, 38 Co., R.A.
 6.—6 P.M.—TWO LENGTHS (HANDICAP).
 Prizes Presented.

First in each Heat to Swim in the Final.
 First Heat.

1. H. W. Sawyer Ows 7 Secs.
 2. A. J. Ribeiro "10"
 3. Fred. E. Ellis "10"
 4. J. M. Roza Pereira "12"
 5. N. H. Alves "12"
 6. Frank Jorge "14"
 7. Second Heat.

1. W. T. Andrews "5"
 2. E. W. Carpenter "7"
 3. F. J. V. Jorge, Jr. "9"
 4. E. R. Miller "9"
 5. H. A. Lammer "11"
 6. A. Humphreys "12"
 Third Heat.

1. G. H. Ruby "Go"
 2. A. J. Mackie Ows 7 Secs.
 3. A. M. S. Soares "1

THE CASE OF WARDER PEAK.

The following correspondence has been handed to us for publication. Warder Peak's contention is that he has been dismissed, the Government Service without being allowed an opportunity of defending himself.

PEAK'S PETITION.

2, High Street, West Point,
Hongkong, 24th July, 1901.
His Excellency Sir H. Blake, K.C.M.G., Governor of Hongkong, &c., &c., &c.
The humble petition of the undersigned respectfully sheweth that, your petitioner is Job Peak lately employed as Hospital Warder at Victoria Gaol.

That your petitioner was engaged in England on terms set forth in letter 33, 386 of 99 date 5th December, 99, which stated that petitioner was to distinctly understand that he was engaged subject to paragraphs 8 to 10, Section 2 Colonial Regulations, a copy of which was forwarded to your petitioner.

The salary and emoluments of your petitioner exceeded One hundred Pounds Sterling (£100) per annum.

1. That, your petitioner was on the 1st of July, 1901, summarily dismissed by R. H. Craig Assistant Superintendent of Victoria Gaol and, without being given the opportunity to call evidence in defence.

That, your petitioner respectfully submits to your Excellency that, he was illegally discharged and, in breach of his contract.

Your petitioner was engaged on the recommendations of well-known Ladies and Gentlemen extending over a period of thirteen years. Your humble petitioner therefore prays that, Your Excellency will cause an enquiry to be made.

2. Your humble petitioner also prays that, Your Excellency will "cause him to be dealt with in accordance with Paragraphs 8 to 10 inclusive, Section 2 Colonial Regulations."

3. That, as your petitioner has a wife and family solely dependent upon him in England and, as your petitioner has been unable to save anything out of the salary received in Hongkong and, is now himself utterly destitute that Your Excellency will order a Suspension Allowance adequate for the support of himself and family from the 1st of July to the time when judgment shall be passed upon him according to the Colonial Regulations.

4. That, in the event of your petitioner being acquitted by the Honourable Executive Council that Your Excellency will cause him to be transferred to some other Department in the Colonial Service, when your petitioner will prove to your Excellency that, the Ladies and Gentlemen who recommended him were not mistaken in their estimate of your petitioner's character and ability.

And your petitioner will ever pray, &c.

THE REPLY.

Colonial Secretary's Office,
Hongkong, 2nd Sept., 1901.

Sir,—I am directed to hand you herewith three charges against you of being intoxicated while on duty as Hospital Warder at the Victoria Gaol.

2.—I am also to call upon you, to state in writing, within seven days of the date of this letter, any grounds upon which you rely as exculpating yourself from these charges or any of them, and also, in the event of your admitting any of such charges, any grounds which you desire to urge against being punished as provided for by the Colonial Office Rules and Regulations.

I have the honor to be, Sir,

Your obedient servant,

J. H. STEWART LOCKHART,
Colonial Secretary.

CHARGES.

1.—That you were intoxicated while on duty at 10.40 p.m. in Victoria Gaol on the 28th June, 1901.

2.—That you were under the influence of liquor when paraded before the Assistant Superintendent on the morning of the 29th June, 1901, to answer the above charge.

3.—That you were under the influence of liquor while on duty on the 29th June, 1901.

THE HON. F. H. MAY.

The Hon. F. H. May, C.M.G., Captain Superintendent of Police, leaves for England to-morrow by the German mail. Mr. May has been a particularly hard working official during the time we have known him in Hongkong and has always had the courage of his own opinions, refusing to change them if they happened to differ from those of his superiors. We have frequently had occasion to quarrel with Mr. May, but that has all been in our public capacity and does not prevent us from wishing him a very pleasant voyage and an enjoyable holiday. It will be difficult to find so painstaking and thorough an official as Mr. May has proved himself to be to fill the post he temporarily vacates.

THE MANAGEMENT OF RAUB.

The following letter appears in the Straits Times:—

SIR,—In your issue of the 17th instant, you quote the following extract from the Malay Mail:—

Mr. G. Whyte is now passing through Kuala Lumpur after paying a visit to Pahang. We hear on good authority that Mr. Whyte asked the Singapore Directors of the Raub Australian Gold Mining Company for permission, to visit the Raub mines in order to answer the allegations contained in the recently published "expert" reports. His request was refused. Strange! What are the Directors afraid of?

COTTAM & CO. FOR ANDERSON'S RAIN COATS AND HOLDALLS.

THE TRUE FACTS OF THE CASE.

The true facts of the case are as follows:—At a meeting with the Singapore Directors on the 31st of May last, Mr. Whyte expressed his desire to make his explanation regarding the statements contained in the reports of Mr. Mc Carthy and Mr. Curle in writing; and on the 3rd of June, the Singapore Directors by letter requested and instructed Mr. Whyte to proceed to the Raub mines for the purpose of enabling him to make such explanation. As, however, the Singapore Directors had, since Mr. Whyte had been in charge of the mines, made, under the advice of the experts whom they called in, changes in the principle and policy of the Company's operations at the mines and in the carrying on of the mining operations, as to which the acting manager and the mine manager had received instructions, and as they considered it of vital importance in the interests of the Company that no change should be made in the carrying out of those operations until the Board at Brisbane should have had an opportunity of considering the reports of the experts, they at the same time directed Mr. Whyte that the existing management and conduct of the business of the mines by the acting manager and mine manager must continue undisturbed until a decision had been come to by the Brisbane Board as to how the management of the mines should be continued in the future, and instructed Mr. Whyte that he was not in any manner to act as manager or interfere in any respect with the management of the mines or control of the operations then existing, and was to return to Singapore with as little delay as possible. Mr. Whyte replied on the 4th of June stating that under his agreement he was to be employed as manager of the Company, and declining to go to the mines in any other capacity. He further stated that he was ready and willing to proceed to Raub at once as manager, and, as such manager, to give the required explanation, and asked for definite instructions as to whether he was to proceed to the mines as manager or whether it was the intention of the Board to supersede him. In reply the Directors on the 5th of June requested Mr. Whyte, as he refused to go to the mines under the request and instructions expressed in the letter of the 3rd of June, to remain in Singapore for the present, and expressed a hope that he would meanwhile prepare with as little delay as possible, so far as he was able to do, the explanation and reply on Mr. Mc Carthy's report. As no reply was received to this letter, a further letter was written to Mr. Whyte on the 24th of June asking when the Board might expect to receive his explanation. Mr. Whyte answered on the 26th of June stating that he had informed the Singapore directors at the meeting which he had attended that it was impossible for him to go to Raub to reply to Mr. Mc Carthy's report, but in deference to their wishes he had tried to make a report, and that he could only confirm what he had stated at the meeting, that with the information at his disposal he could not give a report in Singapore. He further asked to be informed at once whether it was the intention of the local directors to allow him to proceed to Raub, and resume his work as manager in accordance with the terms of his agreement. Mr. Whyte was informed by a letter on the 4th of July that the directors very strongly objected to his waiting until the 26th of June before answering and complying with their instructions of the 5th of June, and that the answer should be a simple refusal to comply with the instructions given to him. Mr. Whyte was further informed that with respect to the latter part of his letter of the 26th June asking the directors to allow him to proceed to Raub and resume his work as manager, the directors had not yet come to any decision as to what further course of action they would take with respect to him under the circumstances.

Mr. Whyte's connection with the Company was shortly afterwards severed, and after such severance Mr. Whyte made application to the local directors to visit and inspect the mines for the purpose of refuting the experts' reports, which request was, under the circumstances of Mr. Whyte having left the Company's employ, refused.

I am Sir,
Your obedient servant,
C. A. DERRICK,
Local Secretary,
Raub Australian G. M. Co., Ltd.
Singapore, Aug. 27th.

THE GOOD SHOOTING ON THE "TERRIBLE."

The record of the annual prize firing by the *Terrible* cruiser, Captain Percy Scott, on June 8, at Wei-hai-wei, has been now reached England. The target used was of the ordinary service dimensions, but of Captain Scott's pattern, two masts instead of three, to obviate the constant repairs to masts. The shooting on the *Terrible* last year was by far the best on the China Station, but the loading was too slow. Consequently the guns' crews have since been practised in loading, which has led to a considerable increase in the number of rounds fired and the hits recorded, as seen by the following:—

Guns.	Calibre.	Rounds.	Hits.	Hits per minute.
1900	2 0.2 in.	15	9	75
	12 6 in. q.f.	104	80	33
1900	2 0.2 in.	22	14	71
	12 6 in. q.f.	128	102	42

The extraordinary result of the shooting in 1900 raised some scepticism as to the accuracy of the returns; and, therefore, to remove all doubt this year the *Terrible* carried five independent umpires instead of two, which is the usual number, and the firing was also watched by flag-captain Jellicoe, of the *Centurion*, and Captain Windham, of the *Triton*. That there might be no doubt as to the target, when the hits were counted and recorded by the umpires, a new canvas was put up for each gun, so that on starting each weapon had a target which had not been perforated. The finest piece of shooting for the day was performed by Taylor and Kewell, who in six minutes fired 12 rounds and put on nine hits with the after 9.3 in. gun, while so rapid was the firing from the 6 in. q.f. guns that whereas the average of hits of the fleet is 11 round per gun per minute that of the *Terrible* was 42. If we compare the results of last year's prize firing by six ships in the Channel Squadron with the firing by the *Terrible* last year and this year we shall see at a glance what excellent results can be obtained from persistent practice. Each ship carries 12 6 in. q.f. guns, and it is to these weapons that the comparison is confined:—

Ships.	Hits.	Percentage.	Hits per minute.
<i>Terrible</i> , 1900.....	104	80	768
<i>Majestic</i> , 1900.....	108	52	481
<i>Prince George</i> , 1900	93	52	459
<i>Jupiter</i> , 1900.....	106	44	415
<i>Magnificent</i> , 1900	87	30	345
<i>Mars</i> , 1900.....	95	27	284
<i>Hannibal</i> , 1900...	79	27	342
<i>Terrible</i> , 1901.....	128	102	800

Thus the *Terrible*, with 12 guns, made 18 more hits than the *Hannibal*, *Magnificent*, and *Mars* made with 36 guns. Second-class Petty Officer Grounds performed the extraordinary feat of firing eight rounds in one minute with the 6 in. q.f. gun, and made eight hits, but against this the practice from one gun was spoiled by defective sights.

Until the present year the record for the 4.7 in. q.f. gun has been held by the *Scylla*, which in 1899 fired 70 rounds with 56 hits, and made 4.6 hits per gun per minute. This has now been beaten by the *Barfleur*, with ten guns. She fired 159 rounds and made 14 hits, at the rate of 5.7 hits per minute, against an average of 2.3 last year. In this connection it may be mentioned that the present gunnery lieutenant of the *Barfleur* was in the *Scylla* in 1899, and that when the *Scylla* made her record she was under the command, Captain Scott, now of the *Terrible*. What every one will ask is why other ships cannot do the same. And what the initiated will ask is, what is likely to be the shooting of the *Argonaut*, whose commander, Maurice Woolcombe, has just been appointed from the *Terrible*, where he was gunnery lieutenant.

Lieutenant M. Woolcombe, gunnery lieutenant of the *Terrible*, in his report on the recent prize firing, says:—"The shooting and loading of the after 9.2 is worthy of notice; in six minutes this gun fired 12 rounds and hit the target nine times, which is 1.5 hits per minute. This is more than the Fleet average for 6 in. q.f. guns."—*L. & C. Express*.

DISREGARDING QUARANTINE.

A QUEER STORY.

A singular story comes from Banjarmasin. It is alleged that on the 20th ult., the Royal Dutch Mail Steamship *Altina* arrived there from Soerabaya flying the yellow flag. She is said to have cholera on board, and to have lost three or four coolies therefrom on the way up. At any rate she anchored outside; but was shortly permitted to come inside and go alongside the wharf, where two more of the coolies died of the pest. Some other ships were at that time lying at the wharf alongside the allegedly plague-stricken vessel, and among them were two other mail steamers, the *Van der Lyne* and the *Nienhuysen*. It is complained that the action of the Banjarmasin authorities in permitting a vessel with cholera on board, and flying the quarantine flag to come alongside the wharf, and work cargo etc., at the same time that disinfected vessels were lying there was extremely dangerous.—*Straits Times*.

PING-PONG IN ITALY.

MAYOR OF EXETER CAUSES A SENSATION.

During a recent sojourn in Italy the Mayor of Exeter met with an experience which has afforded English visitors in that country an unlimited fund of amusement. In due course of travel his worship arrived at Modena and submitted his luggage for inspection at the Customs House. All went well until the zealous officials espied a mysterious box, whose contents were unfamiliar to the official eye. Then ensued a hurried consultation. Swarthy collectors gingerly examined the box, cast doubtful glances upon its owner and gave vent to their suspicions in most voluble and forceful Italian. Among other things brought to view was an apparatus which closely resembled the contraband tools commonly used by relic hunters for the unlawful purpose of extracting mosaics. There was also a piece of material closely resembling the mosquito cloth extensively used in Italy, and upon which the Government exacts a heavy duty. Worst of all were some half dozen white balls, which might contain any inflammable material and in this instance were strongly suspected of holding lyddite. There were, moreover, a couple of hand instruments which emitted a musical sound. The latter were certainly innocent enough in themselves, but added to the mysterious nature of the other articles only heightened the general suspicion. "After a long and searching examination of the Englishman," says *Il Gazzettino* of Venice, "it was finally elicited that the mysterious gentleman was the Mayor of Exeter, and that the box contained 'Ping-Pong,' a new game of English origin, played as he suggested, by children of all ages in the nursery, or on the breakfast table, and sometimes in church if the sermon should be unusually dry, as it is so small that it can be played on the seat, and the only sounds produced resemble so closely the rise and fall of the preacher's intonations as to be of no inconvenience."

COTTAM & CO. FOR THE LATEST SHAPES IN SOFT FELT HATS.

1916

Auction.

BY ORDER OF THE SUPREME COURT OF HONGKONG.
PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH will Sell by PUBLIC AUCTION, at their Sales Rooms, 100 House Street, TO-MORROW (THURSDAY), the 5th September, 1901, at 3 P.M., in two Lots, THE VALUABLE LEASEHOLD PROPERTY, situate at Victoria Hongkong.

LOT 1. The Valuable Messuages and Premises known as No. 21, Lower Lascar Row and No. 33 Upper Lascar Row held for an unexpired term of 94 years at the Annual Crown Rent of \$11.

LOT 2. The Valuable Messuages and Premises known as No. 227 Queen's Road Central, and No. 32 Tervois Street held for an unexpired term of 94 years at the Annual Crown Rent of \$18.

For further Particulars and Conditions of Sale, apply to

DENNYS and BOWLEY, Solicitors, Supreme Court House, or to HUGHES & HOUGH, Government Auctioneers, Hongkong, 29th August, 1901. [941c]

Intimations.

BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years, commencing from the 1st January, 1902, as herein below described:—

OPUM. The sole right to import, manufacture and sell new Opium and Opium Dross in British North Borneo and Labuan. SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1.) These tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Government. The words "Revenue Farms" must be written on the outside of the envelope.

(2.) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibb, Livingston and Co., Hongkong, of the *Malay Mail* at Kuala Lumpur, and of the Treasurer-General at Sandakan.

(3.) The Opium Regulations are similar to those in the Straits Settlements.

(4.) The Gambling Regulations are similar to those in the Malay States.

(5.) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6.) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7.) The Government does not bind itself to accept the highest or any tender.

LABUAN. The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.

Sandakan, 8th July, 1901. [864c]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 25 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator, Hongkong, 23rd August, 1901. [907c]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

B. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall, Hongkong, 30th April, 1900. [41]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK-HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor—THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA—WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [41]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

J. F. CHAPMAN, American ship, Chapman, Arnold, Kargberg & Co.

L. SCHIFF, American ship, O. S. Kendall—Schiff & Co.

SEA WITCH, American ship, Howes—Master.

HONGKONG, 14th May, 1901. [41]

Intimations.

KRUSE & CO., CONNAUGHT HOUSE, HONGKONG.

CIGAR MERCHANTS AND TOBACCONISTS.

Fancy Goods of every description.

COLUMBIA BICYCLES.

SOLE AGENTS FOR Welsbach Incandescent Gasburners.

Hongkong, 2nd September, 1901. [954c]

KELLY & WALSH, LD. SOLE AGENTS IN THE FAR EAST FOR THE YOST TYPEWRITER.

Price \$225.

SWAN FOUNTAIN PENS, in 3 Sizes. Prices \$6.00, \$8.00 and \$12.00.

SLAZENGER'S FAMOUS E. G. M. TENNIS RACQUETS. Price \$16.00.

AYRES CHAMPIONSHIP TENNIS BALLS. Price \$9.50 per doz.

Photogravures of—H.M. THE KING, H.M. THE QUEEN, H.R.H. THE DUKE OF YORK, H.R.H. THE DUCHESS OF YORK. Price 75 Cents each.

NEW PATENT SODA-WATER-MACHINE. Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cyder, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ & CO. [735c]

Hongkong, 29th July, 1901.

PETER SYS' WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21]

A. CHEE & Co. 17A, Queen's Road, Central. ESTABLISHED 1859.

FURNITURE DEALERS: IMPORTERS OF EUROPEAN GOODS OF ALL KINDS; Silver Plated, Glass and China Wares; Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

THE ROBINSON PIANO CO., LIMITED.

BEST VALUE IN PIANOS. MONTHLY PAYMENT SYSTEM.

Hongkong, 19th August, 1901. [571c]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR, AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAN BRAND, HARTMANN'S GREY PATENT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1901. [41]

BENEFIT For the WIDOW and CHILDREN of the Late Armourer-Sergeant A. WILLIAMS, and Battalion Royal Welsh Fusiliers.

Under the Distinguished Patronage of His Excellency Sir H. E. BLAKE, C.M.G.; Commodore F. POWELL, C.B., R.N.; The Officer commanding the Troops—Colonel L. F. BROWN, R.E.

A GRAND MILITARY TATTOO will take place on the HONGKONG VOLUNTEER PARADE GROUND (by kind permission of the Acting Commandant), commencing at 9 P.M. sharp, on WEDNESDAY, 4th September, 1901.

The Military and Navy of Hongkong will be represented in a Torchlight Procession, headed by Bands, Drums, Pipes, and Pipes of the Garrison, kindly lent by the Commanding Officers.

Tickets can be obtained at—Messrs. KELLY & WALSH, THE ROBINSON PIANO CO., HONGKONG VOLUNTEER CORPS HEAD-QUARTERS, and At the different Messes. Hongkong, 26th August, 1901. [917c]

DROZ & Co., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864, ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOMETERS. TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rate.

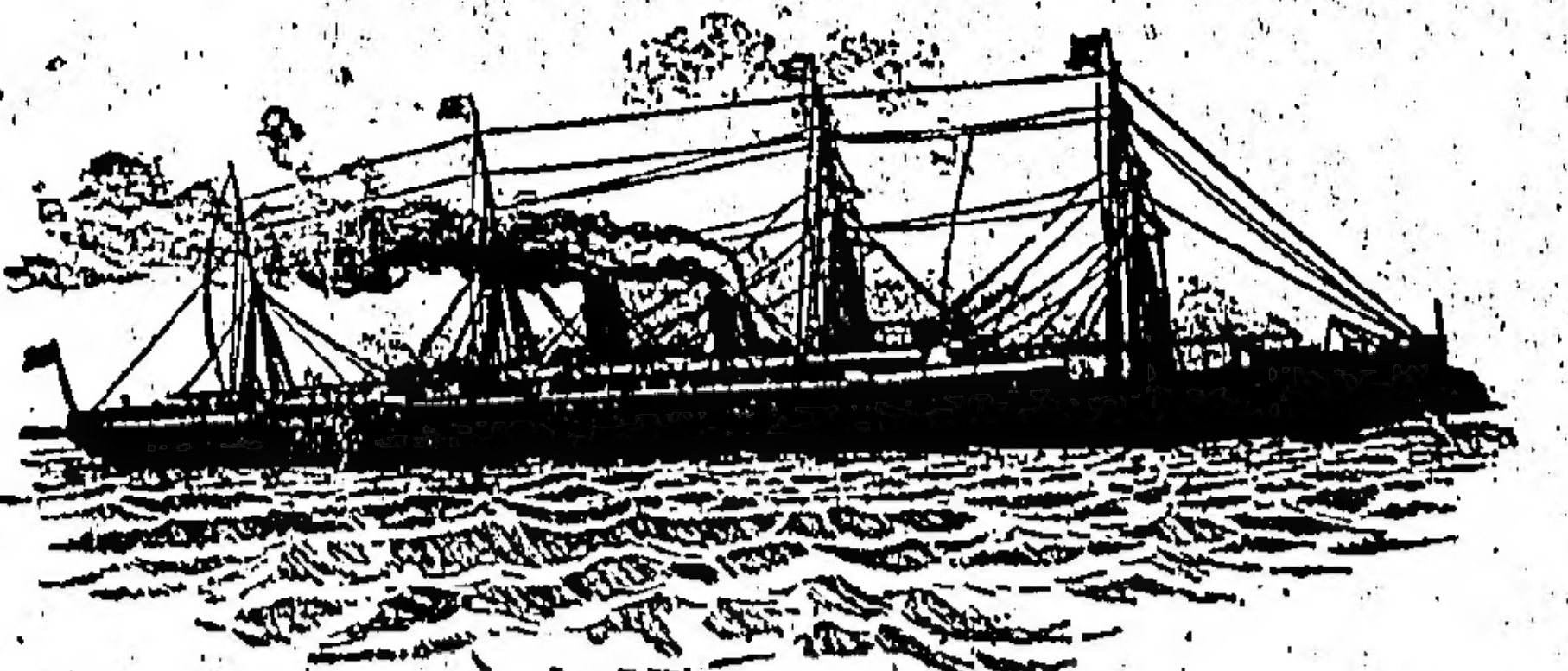
No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901. [526c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT. 85.00 P. Cask of 37; 25.00 P. Bag of 250 Lbs. SHEWAN, TOMES & CO., General Managers, Hongkong, 1st June, 1901. [11]

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAILIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Bills of Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

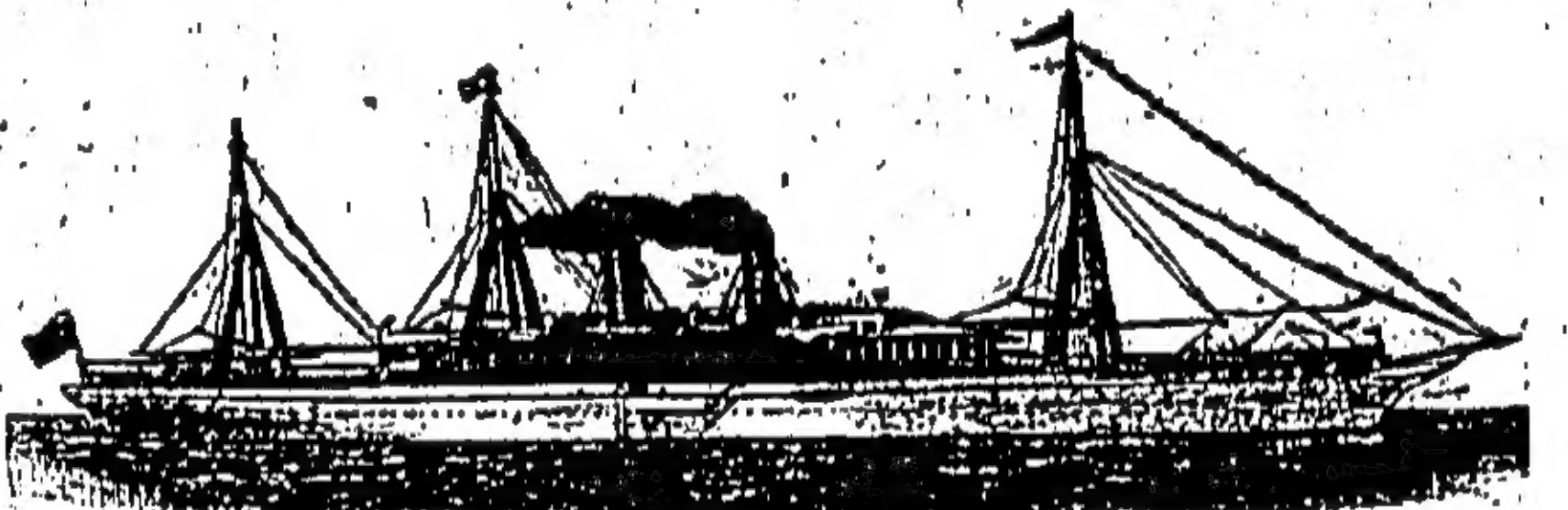
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 31st August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin-Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. S. BROWN, General Agent, Pall Mall Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIMEST, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
ARAGONIA	NEW YORK	7th Sept.
ANDALUSIA	VIA SUEZ CANAL	21st Sept.
ABERS	HAYRE AND HAMBURG.	5th October.
ARABIA	(Calling at SINGAPORE and PENANG.)	19th Oct.
KOENIGSBERG	HAYRE AND HAMBURG.	2nd Nov.
CHRISTIANSEN	(Calling at SINGAPORE and PENANG.)	
HAMBERG	HAYRE AND HAMBURG.	
JACOBS	(Calling at SINGAPORE and PENANG.)	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No. 1, Queen's Buildings,

Hongkong, 30th August, 1901.

Insurances.

"L'UNION"

FIRE INSURANCE COMPANY, LD.

(Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Agents.

Hongkong, 28th May, 1901.

Masonic.

MEMORANDA.

SATURDAY, 7th September, 1901, 6 p.m. for 6.30 p.m., REGULAR MEETING, UNITED SERVICE LODGE, No. 1,341 E.C. Hongkong, 2nd September, 1901. 1949c

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Himalaya and Malta.

From Australia, ex S.S. Britannia.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. TO-DAY.

Goods not cleared by the 5th September, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,

Superintendent.

Hongkong, 29th August, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 30th August, 1901.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG."

Captain Prosch, having arrived from the above Port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have been landed, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd September, 1901. 1948c

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd September, 1901. 1948c

A NOTED TRAVELLER.

The noted big game hunter Mr. Gordon Smith passed through Hongkong yesterday by the German Mail on his way to Japan. It is Mr. Smith's intention to make an extended trip through Japan and Korea collecting for the British Museum, and always yearning to kill larger animals and in a greater number than has been done before by any other hunter.

Mr. Smith runs a fairly close tie with the noted Mr. Selous, of South African fame, and momentarily gets a short head in front by having recently shot in Burma his record elephant. Two of the monsters were stalked and both bagged the tusks of one measuring seven feet.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 5th September, at 4.15 p.m. ORDERS OF THE DAY.

1. Appointment of Dr. J. M. Atkinson, Principal Civil Medical Officer, as President of the Board.

2. Reply from Government relative to the Report of the Sanitary Inspection Committee dated 16th July, 1901.

3. Correspondence relative to the issue of clean bills of health.

4. Letter of thanks from Government in connection with the recent epidemic of Bubonic Plague.

5. Letter from Mr. Osborne informing that he will be absent from the Colony for three months.

6. Report by the Medical Officer of Health on Bubonic Plague for the half year ending June 30th, 1901.

7. Approval of the erection of two urinals one near the Canton and Macao Steamboat Wharf and one near the old Nam Pak Hong Pier.

8. The Medical Officer of Health, pursuant to notice, will move—

That the Board recommend the Government to erect a public latrine—

(a) On the South side of a lane between Inland Lot No. 62 and the compound of No. 3 Police Station—forty seats.

(b) On the South of Cross Street to the West of the Kowloon City Road and about 100 yards to the West of Kowloon Inland Lot No. 633—fifty seats.

(c) At the corner of Fourth Street and Kennedy Street, Yaumati, to the South of Fourth Street and to the East of Kennedy Street—fifty seats.

AGENDA.

1. Petition from Stanley relative to the new Sanitary Bye-law.

2. Correspondence relative to the backyards of the houses on section A of Inland Lot No. 247.

3. Lime-washing Return for the fortnight ended September 2nd, 1901.

4. Reports of the analysis of the public water supplies for the month of August, 1901.

5. Mortality Returns from Macao for the weeks ended 25th August, 1901.

6. Mortality Statistics for this Colony for the weeks ended 24th August 1901.

THE PLAGUE.

Number of cases reported (Chinese) 1,543 up till noon of the 3rd September, 1901.

Number of cases reported (Chinese) 1 during the past 24 hours.

Total number of cases reported to date 1,544.

Number of deaths reported (Chinese) 1,509 up till noon of the 3rd September, 1901.

Number of deaths reported (Chinese) 1 during the past 24 hours.

Total number of deaths recorded to date 1,556.

Since noon on Saturday last the cases and deaths are—

Cases Chinese 5, Other Asiatics 0, European 0.

Deaths Chinese 5, Other Asiatics 0, Europeans 0.

The plague returns for last week were—

Cases 3, Deaths 3.

FATALITY ON A BRITISH STEAMER AT SHANGHAI.

News of a shocking suicide on the British steamer *Warrior* reached Shanghai last night, says the *China Gazette* of the 29th ult. The vessel left here yesterday for sea and after a sensation was created amongst those on board by the discovery that the chief steward, whose name was Chambers, was found in a dying state. He had just attended at the mess, and was most attentive and careful to see that everything was right. He then appears to have retired to his cabin and swallowed some narcotic poison, probably opium, and when discovered was unconscious. Every effort was made to revive him by aid of such means as were to be had on board, but without success, and he died within a couple of hours. A letter was found in his cabin asking the Captain to acquaint his (deceased) friends at Whitley, with what he had done. He was tired of life. The ship was brought back to Woosung where an inquest was opened on the remains this afternoon.

SUICIDE OF A STEWARD.

Cuba having accepted the Platt amendment, says the Washington correspondent of the *Herald*, Gen. Miles has officially recommended to Secretary Root that one-half of the American force now policing the island be withdrawn, and that the work be turned over to the Cubans, in order that they may be prepared to accept full responsibility for preserving order.

It is Gen. Miles' belief that such a step would settle beyond doubt the capacity of the Cubans for self-government. If any disturbances occur troops can promptly reoccupy the island. There are now less than 5000 men on the island.

Notwithstanding the argument made by Gen. Miles it is not believed that the President and Secretary Root will deem it advisable to reduce the American force in Cuba until next spring, when a gradual withdrawal of troops will begin. The moment the Cuban government assumes control the last American regiment will leave the island.

GIRAULT for the best and GREAT EST. ASSORTMENT of CONF. TIONERY.

Hongkong, 3rd September, 1901. 1948c

AT THE MAGISTRACY.

SANITARY BOARD PROSECUTIONS. Inspector of Nuisances, C. W. Brett had twelve defendants up this morning for keeping their houses in a filthy condition. In consideration of their evident poverty they were only fined small sums.

DRUNK AND INCAPABLE. John Bannerman admitted it and was fined \$2 or eight days. He went to prison.

DISORDERLY BEHAVIOUR. Arthur P. Knight, a Royal Marine from H.M.S. *Didon* was charged with the above offence. Lau Ying said she was mistress of a brothel at No. 45, Ship Street. Last night at about 11 p.m. the defendant came to the brothel, but she told him everyone was engaged. The defendant then broke the door open. Roland Adlington, P.C. 61, said at 1 a.m. this morning he had cries of "police" in a woman's voice, and proceeded to Ship Street. He found the defendant in the street using abusive language. He had had a few drinks. The defendant was fined \$3 and 50 cents for damage done.

INDECENCY. Charles Schasser was charged with indecently committing a nuisance at the entrance to Fletcher Street. The defendant was absent and his bail of \$15 was estreated.

OBSTRUCTION. P.C. Johnson charged two junk owners with obstructing the Southern fairway. They were each fined \$10 or three weeks.

THE CHUCHOU MASSACRES.

THE AUTHORS GET AWAY UNPUNISHED. LI HUNG-CHANG WANTS TO KNOW SOMETHING ABOUT IT.

Shanghai, 29th August.

In our issue of 21st August, says the *Mercury*, we published a telegram stating that Dr. Morrison, the *Times* correspondent, had wired to London that Sir Ernest Satow, the British Minister, had notified the Peace Envoys that unless the authors of the Chuchou massacres were punished forthwith, Great Britain would require to reconsider her arrangements with regard to the withdrawal of the British troops from Peking.

In connection with this demand for just punishment, to be forthwith carried out upon the authors of the crimes committed by Pao Taotai, and the Brigadier-General Yu Ching-ming last year, in the city of Chuchou, the captain of the garrison of that city was beheaded last Sunday at 4 o'clock in the afternoon, but a petition was sent in protesting somewhat against the execution of this man, Chou Tszeteh, and declaring that the chief instigators or authors of the massacres were the Pao Taotai, Pao Tsungling, and Brigadier-General Yu Ching-ming, and the popular feeling in Hangchow is that it is unjust to take the captain and let the other two chiefs go free, i.e. from the death penalty. On Sunday, the 18th inst., a gross insult was offered to the British authorities by allowing Pao Taotai to leave the city of Hangchow on that day in a green chair, *luhukiao*. This was purposely arranged by the Futai or Nyitai on the Sunday, thinking that all the foreigners would be at worship and would know nothing of the affair. This was telegraphed last Wednesday to the British Consul-General at Shanghai, who must have sent it on to Peking at once, as Li Hungchang has telegraphed, asking, "If it be true that Pao Taotai left Hangchow in a *luhukiao*, a green chair?" All the officials are at their wits' end about it in Hangchow. It is a fact, nevertheless, however much the Futai himself may be ignorant of it; and this is very questionable indeed. The Futai likely is at the bottom of it. This means to the gentry and people of Hangchow—the provincial capital of Chekiang, whence the news is rapidly communicated to all Prefectures and Hsiens in the province—that even Pao Taotai's official rank had not yet been taken from him. The voice of the intelligent and well-to-do of Hangchow is at present to execute Chou Tszeteh in this way, and leave the two chiefs not only untouched, but still honoured, in *peh kung dao*, unjust, unfair, but, "if the chiefs were thus executed," the people are saying, "a thousand years hence none will say it is unjust, unfair." The gentry of Hangchow are all aware of the just demands made by Consul-General Warren last year, and they praise Hoh Tajen (Consul Warren) up to the skies, saying,—"He has asked for nothing more than what was just, and they say his judgment was as clean as if he had seen the massacres himself."

[We hope to be able to give an account of the execution in a few days.—Ed. S. M.]

CUBA AND THE U. S. A.

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GIRAULT for the best and GREAT EST. ASSORTMENT of CONF. TIONERY.

Hongkong, 3rd September, 1901. 1948c

OUR LONDON LETTER.

(From our own Correspondent.) LONDON, August 4th.

ENGLAND ON HER KNEES. London is stirred to her apathetic depths to-day—a heading of one daily—"England on her knees" expresses the terrible situation, and an unholy glee pervades the French press. In a word the end of the first week of the naval manoeuvres sees the enemy with practical command of the Channel, our defending fleet paralysed by the capture of its eyes the cruiser and destroyer squadrons, and the South Coast in hourly expectation of invasion. There is a consensus of opinion as to the skill shown by Admiral Wilson in his conduct of the "war." Not only has he, on every occasion, out-maneuvred his opponents, but his intelligent anticipation of their movements had been from first to last, so remarkable, that disconsolate B. Fleet is reduced to supposing that in some way he was actually made aware of the plan of defence. Undoubtedly in such mimic warfare, the attacking side has an advantage, for to equal familiarity with the waters, the enemy's commander adds converseance with the general strategic ideas for the protection of the country, which obtain at the Admiralty, and has therefore a foundation for his assumption of British movements. Granting all this, however, the failure of the defending fleet to retain, even for a few days, the command of the Channel is disconcerting, and taken in conjunction with the joyous bark of the French papers, that "it is now indisputably established, that England can be easily invaded, and her navy defeated in detail," points a very clear moral, upon which the more thoughtful journals are already dwelling. It is no new thing, this cry for an increase in the navy, and specially in its material. No fewer than ten of our battleships carry muzzle-loading guns, discarded by every other Power in the world, except Italy,—which retains on her active list one ship so armed—and these ten though included in all Admiralty calculations ought to be entirely ignored—they would speedily be sunk or put out of action, by far-military foreign vessels provided with modern artillery. Even out of our meagre supply of ten coast defence ships, seven are partially armed *sic* with muzzle-loaders. The lethargy of holiday-taking is on the public at large, that public which steps in the sure confidence that our fleet at least is invincible,—however inefficient the Army—and as yet there has been no outcry over the inadequacy of our naval protection as revealed by the manoeuvres, nevertheless a deep impression has been made, of which more will be heard anon.

KRITZINGER'S MESSAGE. This week has also witnessed the receipt of Kritzinger's insolent and inhuman message to General French, which even the *Pro-Boer* press is at a loss to defend or condone. The leading organ of that party passed over the subject, in a silence which has been characterized as "indecent," and contented itself with reporting the murder of Kaffir scouts and a wounded Yeoman under the title of "Executions."

In Parliament last night, Mr. Chamberlain spoke with no uncertain voice, upon the subject. He informed the House that he had telegraphed to Lord Kitchener directing him to try by court-martial all persons captured, accused of committing such acts, or authorising them, and in the event of a verdict of guilty being returned, the death penalty was to be exacted. Further, Lord Kitchener was instructed to convey this decision to Kritzinger, who it is generally to be hoped may be an early sufferer thereby—at least this is the sentiment which appears to be general. One notable admission of Mr. Chamberlain's speech is worthy of remark—"I do not hesitate now to say, that we have shown a mistaken leniency. It is a policy of the past."

This last stage of the war is one of brigandage and outrage in Cape Colony a war of absolute ruffianism. Needless to say the Irish party were furious at this description of the doings of their friends the Boers, and the Colonial Secretary scored effectively, if not very wisely, over their interruptions by retorting that it was easy to understand the sympathy expressed for what doubtless recalled the palmy days of the Land League.

One other paragraph in a speech that was powerful and dramatic throughout, aroused a storm among the Little-Englanders, a storm which may possibly find an echo in the Europe to which it was partly addressed.

"There seems to be an opinion that we have come to some sort of agreement with the Boers that natives are not to be employed in this war. There is no such thing." The reason why we have not employed natives is not because we do not think they would make val

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	FOOCHOW	6th instant.
SHANGHAI	SZECHUEN	10th instant.
MANILA	SUNGLANG	13th instant.
ILOLO and Cebu	RAIFONG	14th instant.
YOKOHAMA	CHINGTU	15th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th September, 1901.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"PYREHUS"	5th instant.
..	"ULYSES"	12th instant.
..	"AGAMEMNON"	19th instant.
..	"CALCHAS"	26th instant.
..	"NESTOR"	1st October.
..	"LAERTES"	9th October.

HOMEWARDS.

FOR		STEAMERS.	TO SAIL
LONDON		"IDOMENEUS"	17th instant.
		"TY EUS"	1st October.
		"PYRENEUS"	15th October.
		"AGAMEMNON"	29th October.
LIVERPOOL (DIRECT).	} (Taking Cargo at LONDON RATES).	"OBESITES"	15th instant.
		"ULYSSES"	15th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 3rd September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

“ANPING MARU”

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

“CARINTHIA”

Captain Marochino, will leave for the above place, on THURSDAY, the 12th September, P.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 29th August, 1901.

“SHEWAN, TOMES & CO'S”

“NEW YORK” LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

“ATAKA”

Captain will be despatched for the above Port, on or about the 13th instant.

To be followed by the S.S. “ANAPA”

about 15th October, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFALAYA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Carlisle City... about Sept. 15

Strathgyle... about Oct. 15

THE Steamship

“CARLISLE CITY”

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA, and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

“CHINA”

Captain Levi, will be despatched as above on TUESDAY, the 17th September, P.M.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

“GLEN” LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

“GLEN”

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 28th August, 1901.

Shipping.

STEAMER.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

“HAITAN”

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 5th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIR & Co., General Managers.

Hongkong, 4th September, 1901.

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 A. I. American ship

“I. F. CHAPMAN”

having arrived is now ready to load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co.

Hongkong, 12th August, 1901.

FOR NEW YORK.

THE 3/3 A. I. American ship

“MANUEL LLAGUNA”

will load during September and October, sailing about 25th October.

For Freight, apply to SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901.

Notices of Firms.

NOTICE.

MR. C. E. WARREN begs to inform his numerous Customers that he will REMOVE his Office to more commodious Premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next.

Hongkong, 23rd July, 1901.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 30th June, 1901, on or before the 10th Sept., on which date the Accounts will be CLOSED.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 22nd August, 1901.

NOTICE.

PUNJOM MINING CO., LIMITED.

THE OFFICE of the Company has this day been REMOVED to No. 7, 5, BEACONSFIELD ARCADE, FIRST FLOOR.

W. H. GASKELL, Secretary.

Hongkong, 3rd September, 1901.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AQUILAR STREET.

H. RUTTONJEE, 5, D'Aquilar Street.

Hongkong, 17th April, 1901.

To be Let.

TO LET.

NO. 1, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

A HOUSE in RIFTON TERRACE.

“THE RETREAT” MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

SHOP or OFFICE and TOP FLOOR, of No. 70, QUEEN'S ROAD CENTRAL.

For Particulars, apply to THE MEDICAL HALL.

Hongkong, 24th August, 1901.

TO LET.

NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to PUN HUNG, 8, Queen's Road Central.

Hongkong, 17th July, 1901.

TO LET.

POSSESSION from September, “THE CASTLE” on CASTLE ROAD.

Apply to No. 5, BEYMOUR TERRACE.

Hongkong, 10th August, 1901.

For Sale.

FOR SALE.

RURAL BUILDING LOT, No. 1, situated upon MOUNT GOUGH, THE PEAK, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole Lot or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For Particulars, apply to

PENNYS & BOWLEY, Solicitors, SUPREME COURT HOUSE.

Hongkong, 24th August, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply to “STEAM” Co. The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE.

COTTAGE PIANO by BORD, of PARIS, 1873, in excellent condition.

For Price and particulars, apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

AT WAR FOR THIRTY YEARS.

GUERRILLA FIGHTING THAT STARTED IN 1873 AND IS GOING ON STILL.

When we feel most disappointed over the duration of the war in South Africa, we may remember that guerrilla war is seldom short-lived; indeed, they sometimes attain a good age, witness the one in Sumatra, which dates its commencement from 1873.

The Colonial troops of the Netherlands Government have waged war against the Atjehs, as the inhabitants are called, almost incessantly since 1873. Sumatra is three times as large as England in area and the stoutest resistance to the Dutch has been made by the people in the north-west portion. The military operations have cost the Dutch millions of pounds sterling, and the lives of thousands of their men; while the people are as unsubdued as ever.

History is said to repeat itself, and certain it is that many of the incidents and methods of the war in Sumatra find their counterpart in the South African campaign of the present time.

ATJEH AND ITS PEOPLE.

Atjeh, or Atjeh, is the part of Sumatra which we call Achin, and before 1873 it was an independent Malay state, ruled over by a Sultan, whose seat was at Atjeh, a town of 30,000 inhabitants in the north-west of the island. But by virtue of an old treaty the Dutch exercised a “suzerainty” over him very similar to that exercised by the British formerly when the Transvaal was a separate State, since it precluded the Sultan from arming his State beyond a certain extent, and further forbade the treating of the Sultan with foreign Powers.

The Sultan had England to thank for the independence which he enjoyed, since it was a provision of a treaty signed by the British and Dutch Governments in London as far back as March 24, 1824.

The Sultan's subjects numbered two millions. The people are a dark-skinned race, of small stature, but bloodthirsty and revengeful. They are excellent sailors, passionate lovers of opium-smoking and betel-chewing, and much addicted to piracy. They were good weavers of cotton and silk stuffs, and clever workers in silver and gold, their country being rich in the last-named precious metal.

Before the war began the Sultan lived in truly Oriental splendour, having no fewer than 1,000 tame elephants in his stable and 200 vessels in his fleet; but that is all changed now—elephants and ships are no more.

THE SUZERAINTY AGAIN.

About the year 1870 another Sultan was ruling, who (like ex-President Kruger) would not recognise the suzerainty of the Netherlands, and who disregarded the terms of the treaty his predecessor had agreed to, as to discountenancing slavery and piracy. He even went a step further, for he became himself guilty of both these crimes.

While the Governor-General for the Dutch Indies was endeavouring to come to terms with him, to which he represented he was willing, he was secretly preparing for war, and gathering arms and ammunition; and, further, he was seeking assistance from foreign Powers. (Surely Oom Paul took this Sultan as his model).

That at least is the official reason given by the Dutch for the declaration of war by the Governor-General on March 26, 1873, against Ala-ed-din Mansoor-sjah, the ruling Sultan.

On April 5 of the following year General Kohler arrived, with 4,000 men and one battery of artillery, while ten ships lay along the coast and rivers. Four days later he besieged the town of Mussit, and entered it. But the Kraton, the great fortified place of the country, was a different piece of work, and although the attempt was repeatedly made, it did not then succeed. The Dutch troops were beaten off with great loss, and the general himself killed.

MAKING A FRESH START.

The wet season then set in, and nothing further was done until the following December, when a fresh start was made—this time with 12,000 men under General van Swieten. He was more successful, and after besieging the famous Kraton fortification for three full weeks, finally entered it on January 24, 1874.

This portion of the account reads very much like that of the recent attempt of the British to force a passage over the Tugela. Strange to relate, the Atjehs made a special point of picking out the officers and shooting them, just as the Boers did before the dress for officer and man was made alike. Experience is a good school-mistress, and the Dutch learned the lesson all those years ago, and applied the wisdom so gained by dressing the officers like the men. But it is surely against the war “officials” creed to profit by the experience of others, however dearly bought, for it was only after the loss of very many British officers that the necessity for the officers and men being dressed alike seems to have forced itself home.

With the fall of the Kraton, the regular war was over, but then began that guerrilla war which has been kept going ever since. The troops would be suddenly alarmed in the night, shots exchanged with an invisible enemy, and a few lost by killed and wounded; when morning came there would be no sign of the enemy. At some places, generally near a river, the troops formed encampments, rough sheds were thrown up to protect the stores, and several thousand tons of coal put ashore as a supply for the smaller steam vessels. Some dark evening the sheds and coals would be found ablaze, and upon the troops turning out to swamp the fire they would be shot at by foes hidden from sight.

MOVING VILLAGES.

Owing to the rapid rise and fall of the waters of the Sumatra, causing heavy floods, many of the inhabitants dwell in houses that would float, these dwelling places being anchored to piles.

On some occasions the troops set off on punitive expeditions against some village composed of such floating houses, but the report of their coming would precede them, and when they reached the spot they would find the village “conspicuous by its absence,” as the expression goes—the villagers having drifted their dwellings off to another quarter, and scattered in some swamp.

The thickly-wooded hills and jungle swamps of the country lent themselves readily to guerrilla warfare.

That the war is not yet over may be gathered from the fact that the month of January last saw an expedition preparing which would “bring the entire country under the domain of the Dutch,” as the report puts it, but so many previous expeditions have been sent out with the same object and failed that the writer of the statement should have added “perhaps.”

It is pretty safe to take forty millions sterling as the cost, as it is certainly not less, and probably very much more. When it is borne in mind that the population of the Netherlands is about five millions, or, roughly, the same as the population of London, the relative importance of these figures becomes more marked.

MAY PAY AFTER 1910.

The Uganda Railway—583 miles long—has been favourably reported on by Colonel Gracey, R.E., who says his “inspection has given him a favourable impression of the care and judgment with which the greater part of the railway has been located, and the work also appears to have been carried out in a generally satisfactory manner under exceptional circumstances.”

Allowing a margin for contingencies my estimate therefore is that the rails should reach Lake Victoria about October 1901, the earth work should be completed about March 1902, and the American viaducts a very few months later.

“With work everywhere in progress it is extremely difficult to form any reliable estimate of what the cost of completing and equipping the line will be, and the following figures are merely offered as the best rough approximate estimate that I can make—The total amounts to £5,200,000, of which I estimate that about £4,000,000 will be spent after March 31, 1902.

“The paying prospects of the railway in the next few years are not bright, as working estimates show what even with one train each way daily the expenditure will not be far short of £200,000, and I do not think it would be safe to estimate the receipts in the immediate future to be more than £100,000; the Government may therefore expect to have to find £100,000 to 1902-1903, gradually declining to nothing in about 1910, and after that a small net return on the capital expended may be reasonably looked for.”

Shipping.

PRINCESS IRENE, German steamer, 6,686 P. Wetton, 3rd Sept.—Yokohama 24th Aug., Kobe 25th, Nagasaki 26th, Shanghai 31st, and Fochow and Sept. 1st, Mails and General—Velders & Co.

DIDO, British cruiser, 5,600, Tillard, 3rd Sept.—from a cruise.

BRISAGO, Italian steamer, 1,901, P. Brusca Pietro, 4th Sept.—Singapore 29th Aug., General—Carliwitz & Co.

HAICHING, British steamer, 1,270, W. Davis, 4th Sept.—Haiphong 31st August, and Fochow and Sept. 1st, General—Douglas, Laprak & Co.

PROGRESS, German steamer, 687, H. Meyer, 4th Sept.—Touzon 1st Sept., General—Siemens & Co.

YEDO MARU, Japanese steamer, 1,069, K. Nakagawa, 4th Sept.—Chefoo 29th Aug., Beans and General—Lee Wing.

ELCANO, American steamer, 501, R. de Albenage, 3rd Sept.—Manila 31st August, Ballast—Brandab & Co.

BINGO MARU, Japanese steamer, 3,780, F. Davies, 4th Sept.—Moji 31st Aug., General—Nippon Yusen Kaisha.

ITINDA, British transport, 3,362, M. England, 4th Sept.—Taku 29th August.

LOONGMOON, German steamer, 1,245, R. Schuldt, 4th Sept.—Shanghai 1st Sept., General—Siemens & Co.

CHRYSAON, British str., 1,194, G. H. Bowker, 4th Sept.—Canton 3rd Sept., General—Jardine, Matheson & Co.

TELEMACHUS, British steamer, 1,379, J. Wilkenson, 4th Sept.—Saigon 30th August, Rice—Chinese.

Clearances at the Harbour Office.

La Rhona, French str., for Canton.

Aphana, French str., for Hakoda.

Michael Jekson, German str., for Haiphong.

Tachibana, German str., for Bangkok.

Purba, British str., for Manila.

Dr. Hans Jerg Kler, Norwegian steamer, for Sarawak.

Athenian, British str., for Shanghai.

Kongnam, British str., for Canton.

Hongkong, French str., for Haiphong.

Nes, British str., for Moji.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....	29.755
Thermometer.....	81.0
Humidity.....	84
Rainfall.....	13.482

TO-DAY.

WEATHER REPORT.

Barometer.....	29.84	On date at 4 p.m.	29.77
Temperature.....	84	On date at 4 p.m.	84
Humidity.....	72	On date at 4 p.m.	76
Rainfall.....	—	On date at 4 p.m.	—

TO-DAY.

Wednesday, 4th September, 1901.

Chinese—22nd of 7th moon of 27th year of Kwang-shi.
Sun—Rises..... 5hr. 45min.
Sets..... 6hr. 12min.
Moon—Last Quarter 5hr. 45min.
High water—Morning..... 5hr. 55min.
Afternoon..... 6hr. 20min.
Low water—Morning..... 6hr. 45min.
Afternoon..... 6hr. 15min.

ANNIVERSARIES.

1839—Captain Elliot fired on by the battery at Kowloon City.
1870—French Republic declared.
1893—Netherlands Hospital opened by Sir W. Robinson.
1898—British and Egyptian flags hoisted at Khartoum.

TO-MORROW.

Thursday, 5th September, 1901.

Chinese—23rd of 7th moon of 27th year of Kwang-shi.
Sun—Rises..... 5hr. 45min.
Sets..... 6hr. 12min.
Moon—Last Quarter 5hr. 45min.
High water—Morning..... 5hr. 55min.
Afternoon..... 6hr. 20min.
Low water—Morning..... 6hr. 45min.
Afternoon..... 6hr. 15min.

ANNIVERSARIES.

1834—H. M. ships *Imogene* and *Andromache* forced the passage of the Bogue.
1866—First Hongkong Stamp Act passed.
1898—Germany proclaims Kiaochow a free port.
1800—Capture of Malta.

AGENDA.

TO-DAY.

9 p.m.—Grand Military Tattoo on the Hongkong Volunteer Parade Ground.

TO-MORROW.

10 a.m.—D. Co's steamer *Haitan* leaves for Swatow, Amoy and Foochow.
Aquatic Sports at the V.R.C.
Cargo ex *Frederick* subject to rent.

FRIDAY, 6th.

Daylight—E. & A. Co's steamer *Eastern* leaves for Sydney and Melbourne.
Aquatic Sports at the V.R.C.

SUNDAY, 8th.

O. S. K. Co's steamer *Daiki Maru* leaves for Tamsui via Swatow and Amoy.
Cargo ex *Frederick* subject to rent.

TUESDAY, 10th.

Shewan Tomes' steamer *Ataka* leaves for New York via Suez Canal.
P. and A. steamer *Indravelli* leaves for Portland (Or.).
"Glen" line steamer *Glenroy* leaves for Nagasaki, Kobe and Yokohama.

WEDNESDAY, 11th.

Daylight—O. S. K. Co's steamer *Anging Maru* leaves for Foochow via Swatow and Amoy.

THURSDAY, 12th.

A. L. S. N. Co's steamer *Carinthia* leaves for Shanghai.

FRIDAY, 13th.

About—Shewan Tomes' steamer *Ataka* leaves for New York via Suez Canal.
Cargo ex *Satsuma* subject to rent.

SATURDAY, 14th.

Noon—P. & O. Co's steamer *Parramatta* leaves for Bombay.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

August 20th.

The officers of the *Catherine Ahear* (Capt. S. H. Belsom) are:—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are:—chief officer, Mr. Bieard, and H. W. Wear, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Haitan*.
Mr. S. Williams is appointed 3rd officer of the *Haitan*.
Captain Evans is temporarily commanding the *Haitan*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haitan*.
Mr. Musgrave is appointed 3rd engineer of the *Thales*.
Mr. E. Sayer is appointed and engineer of the *Thales*.
Mr. E. H. Kirmann, late of American ship *M. Lagune*, is now 4th officer of the *Glenroy*.

August 26th.

Capt. Davis has resumed command of the *Haitan*.
Mr. Evans, chief officer, has returned to the *Haitan*.
Mr. Short, and officer of the *Haitan*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haitan*.
Mr. Walters has joined the *Haitan* as 3rd engineer.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*America Maru*) 7th instant.
French (*Natal*) 9th instant.
Indian (*Arratoon*) 10th instant.
Canadian (*Empress of Japan*) 10th instant.
American (*City of Peking*) 10th instant.
American (*Garile*) 11th instant.

The D. S. S. & Co's steamer *Arratoon* from Calcutta left Singapore for this port yesterday afternoon.

The S. T. & Co's steamer *Radnorshire* from Antwerp and London left Singapore at noon on 3rd inst., and is due here on or about the 9th inst.

The N. Y. K. Co's steamer *Mitsui Maru* (Bombay Line) left Kobe via Moji for this port on the 4th inst., a.m., and is expected to arrive here on the 11th inst.

The P. M. S. S. Co's steamer *City of Peking* left San Francisco on the 21st ult., instead of the time previously advised. She sails direct from San Francisco to Yokohama, her Honolulu call being omitted this voyage.

HONGKONG AND WHAMPOA DOCK RETURNS.

<i>George Valentine</i>	at Kowloon Dock.
<i>Victoria</i>	"
<i>Zafiro</i>	"
<i>Elcano</i>	"
<i>Pai Hoo</i>	"
<i>Hailong</i>	"
<i>Indravelli</i>	"
<i>Canton River</i>	"
<i>Cepic</i>	at Cosmopolitan "

PASSED THE CANAL.

Outward—13th August—*Canton, Konigsberg, Mojune*, 16th August—*Awu Maru, Ulysses, Palawan*, 20th August—*Kleron, Malaya, Marianne*, 23rd August—*Aganemnon, Ceylon, Ixion*, 27th August—*Ambrisa, Bamberg, Olimpo, Hamburg*, 30th August—*Calchas, Inaba Maru, Anapa, Teukai, Dresden*.

Homeward—13th August—*Salazie, Wakasa Maru*, 16th August—*Jawa*, 20th August—*Indrani, Bayern*, 23rd August—*Annam, Glauco*, 27th August—*Aleious, Sambis, Kanagawa Maru, Sunda*, 30th August—*Wurzburg*.

Arrivals at Home—23rd August—*Glenartney, Proudhens, Nurnberg*, 27th August—*Kitai, Annam*.

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H.	Kiene, Mr. and Mrs. F.
Andrew, Mr. D. A.	Kirkwood, Mr. J.
Angus, Mrs. H.	Lazarus, Mr. N.
Arnold, Mr. H.	Lindsay, Mr. H.
Bailey, Mr. W. S.	Littleale, R.E., Major
Barlow, Mr. B. J.	R. P.
Bell, Mr. J. T.	Long, Mr. and Mrs. D. M.
Beringer, Mr. F. J. G.	Mackenzie, Mr. J. G.
Black, Mr. J.	Mackdonald, Mr. D.
Bonner, Mr. A.	Marlow, Mr.
Brown, R.E., Major W.	McAlliff, Mr. J.
B.	McKichine, Mr. H.
Brown, Mr. J.	Mead, Mrs. and Miss
Brown, Mr. R. A.	Michael, Mr. S. J.
Burnside, Mr. J.	Molchanoff, Mr. N.
Busustow, Mr.	Paritt, Mr. W.
Cameron, Mr. D. H.	Pearce, Mr. W. W.
Clark, Dr.	Pepler, Mr. T. M.
Cole, Mr. G. E.	Pitcher, Mr. A. J.
Colombo, Mr. G.	Price, Mr. H.
Colson, Mr. J. S.	Quennell, Lieut. W. A.
Conner, Mrs.	Reber, Mr. W. R.
Cylander, Mr. M.	Reel, Dr. L. R.
Deneche, Mr. H. C.	Reid, Mr. A.
Devilbiss, Mr. D. M.	Robertson, Mr. W. R.
Discombe, Mr. G. M.	Rennum, Mr.
Dorehill, R.A., Major	Schow, Mr. C.
Dyson, Major P. S.	Scopinich, Mr. G. M.
Edwards, Mr. F. W.	Sellers, Mr. E.
Fernald, Mr. and Mrs.	Sergeant, Mr. P. W.
Fischer, Mr.	Sharp, Mr. A. L.
Gardipr, Mr. Bruce	Simpson, Mr. A. E.
Gibson, Mr. Kennedy	Slavin, Mr. J. M.
Giesmann, Mr. E.	Smithers, Mr. R. G.
Glover, Mr. C.	Taylor, Mr. D. G.
Grant, Mr. John	Taylor, Mr. W. G.
Greig, Mr. R.	Templeton, Mr. F. P.
Hamilton, Major	Thomas, Mr. Harry
Hamilton, Mrs.	Thomson, Dr. and Mrs.
Hankey, Mr. E.	J. C. and child
Hedford, Mr. R. G.	Tibbey, Mr. H. M.
Henningsen, Mr. H. F.	Wakeman, Mr. G. H.
Howard, Mr. Thos.	Watts, Mr. and Mrs.
Howkins, Mr. J. A.	Frank W.
Hughes, Mr. W. K.	Whitley, Mr. W. J. G.
Huke, Mr. A. N.	Williamson, Mr. and
Irvine, Mr. E. A.	Woolen, Mr. A. and child
Johansen, Mr. and Mrs.	Wright, Mr. and Mrs.
Katsch, Mr. E. A.	nurse and child

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F.	Lee, Mr. J. E.
Beattie, Mr. James	Mackay, Mr. J. A.
Benjamin, Mr. S. S.	Martin, Mr. K.
Bennar, Mr. J. W. C.	McDermott, Mr. A. P.
Brown, R.E., Col. L. F.	Miller, Mr. and Mrs.
Brayne, Mr. H. F. R.	Perrott, R.A., Colonel
Brusse, Mr. G.	Pitt, Mr. John, R.N.
Collard, Col. A. W.	Pollock, Hon. H. E.
Crookenden, Col.	Quistoff, Mr. H.
Dani, Mr. George H.	Rumsey, R.N., Hon.
Davies, Mr. W.	R. Murray
Orion, Mr. F.	Sawer, Mrs.
Ezekiel, Mr. J. S.	Sinclair, Mr. A.
Forbes, Mr. Andrew	Smith, Mr. T. J.
Fraser, Mr. and Mrs.	Stokes, Mr. A. G.
H. W.	Thomson, Mr. J. S.
Graham, Mr. D. M.	Wheeler, Mr. W. H.
Gumprecht, Dr.	Wilgress, Mr. W. T.
Hamilton, Major	Wilson, Mrs. W. and
Harston, Dr. and Mrs.	child
G. M.	Wright, Mr. and Mrs.
Ise, Mr. Frank H.	H. Taylor
Jeffries, Mr. H. N.	

CRAIGIEBURN.

Anderson, Mr. Jas.	Heimsker, Mr. J. J. B.
Bells, Mr. H.	Helms, Mr. W.
Brown, Mr. and Mrs.	Langlands, A.O.D.
H. Matheson	Capt. and Mrs. P.
Crouch, Mr. J. W.	Pye, Mr. E. Burns
Denison, Mr. and Mrs.	Scott, Mrs. James
A.	Sisters, Govt. Civil
Edwards, Mr. G. H.	Hospital
Farrow, Capt. J.	Surplice, Mr. and Mrs.
Grimble, Mr. and Mrs. G.	F. R. C.

KOWLOON HOTEL.

Dixon, Mr. and Mrs. Krebs, Capt. H.	
Robt. C. and family	Laxton, Mr. R. W.
Holden, Mr. Geo. H.	Riegen, Mr. V.
Holden, Capt. H. N.	Salters, Mr. D. W.

OPIMUM QUOTATIONS.

Hongkong, 4th September.	
New Patna.....	597 1/2 per chest.
Old Patna.....	97 1/2
New Benares.....	927 1/2 per picul.
Old Benares.....	945
New Malwa.....	850/800
Old Malwa.....	870/900
Perian, paper tied.....	815

THE SHARE MARKET.

LATEST QUOTATIONS.

(SEPTEMBER 4th.)

COMPANIES.	PAID UP CAPITAL.	LATEST QUOTATION.
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Banks.

Hongkong and Shanghai Banking Corporation	\$	125	\$605 sellers
The Bank of China and Japan, Limited—(Preference)	£	5	Nominal
The Bank of China and Japan, Limited—(Ordinary)	£	4	£0.15/
The Bank of China and Japan, Limited—(Deferred)	£	1	£5.5 buyers
National Bank of China, Limited.....	£	8	\$23 buyers
Do. Founders.....	£	1	\$15 sellers

Marine Insurances.

Union Insurance Society of Canton, Limited.....	\$	50	\$340 buyers
China Traders' Insurance Company, Limited.....	\$	25	\$60 sellers
North China Insurance Company, Limited.....	\$	25	\$122 1/2
Yangtze Insurance Association, Limited.....	\$	50	\$170 sellers
Canton Insurance Office, Limited.....	\$	20	\$1
Straits Insurance Company, Limited.....	\$	20	

Fire Insurances.

Hongkong Fire Insurance Company, Limited.....	\$	50	\$342 1/2 sellers
China Fire Insurance Company, Limited.....	\$	20	\$82 sellers

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited.....	\$	15	\$34 1/2 sales and buyers
Indo-China Steam Navigation Company, Limited.....	£	10	\$135 buyers
China and Manila Steamship Company, Limited.....	\$	50	\$62 sellers
Douglas Steamship Company, Limited.....	\$	50	\$51
China Mutual Steam Navigation Company, Limited—(Preference).....	£	10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary).....	£	10	£12 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary).....	£	5	£7 buyers
Star Ferry Company, Limited.....	£	10	\$24 buyers
"Shell" Transport and Trading Company, Limited.....	£	1	£2 12/6 sellers

Refineries.

China Sugar Refining Company, Limited.....	\$	100	\$135
Luzon Sugar Refining Company, Limited.....	\$	100	\$36 sellers

Mining.

Punjom Mining Company, Limited.....	\$	9	\$54 sellers
Punjom Mining Preference Shares.....	\$	1	\$1.25
Société Française des Charbonnages du Tonkin.....	Francs	250	\$325
Queen Mines, Limited.....	Cents	25	\$5 cents
Jelebu Mining and Trading Company, Limited.....	s. 18 d.	10	\$42 sellers
Raub Altian Gold Mining Company, Limited.....	\$	5	\$12 sellers
Olivers Freehold Mines, Limited A.....	\$	5	nominal
Olivers Freehold Mines, Limited B.....	\$	5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited.....	\$	50	\$280 sellers
Hongkong and Kowloon Wharf and Godown Company, Limited.....	\$	50	\$98 ex div. buyers
Wanchai Warehouse and Storage Company, Limited.....	\$	37 1/2	nominal
New Amoy Dock Company, Limited.....	\$	68	\$24 1/2 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited.....	\$	10	\$9.75 sales
Hongkong Land Investment and Agency Company, Limited.....	\$	100	\$191 sales
Kowloon Land and Building Company, Limited.....	\$	30	\$30 buyers
West Point Building Company, Limited.....	\$	50	\$51 sales
Hongkong Hotel Company, Limited.....	\$	50	\$126 buyers
Oriente Hotel Company, Limited.....	\$	50	\$55
Humphrey's Estate and Finance Company, Limited.....	\$	10	\$134 sales

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$	100	\$11 buyers
Ewo Cotton Spinning and Weaving Company, Limited.....	Taels	100	Taels 40 buyers
International Cotton Manufacturing Company, Limited.....	Taels	100	Taels 35
Lacou-kung-nong Cotton Spinning and Weaving Company, Limited.....	Taels	100	Taels 45
Soy Chee Cotton Spinning Company, Limited.....	Taels	500	Taels 300
Yahloong Cotton Spinning Company, Limited.....	Taels	100	Taels 12 1/2

Cigar Companies.

Alhambra, Limited.....	\$	500	nominal
Philippine Tobacco Trust Co., Limited.....	\$	50	nominal

Miscellaneous.

Green Island Cement Company, Limited.....	\$	10	\$214
China-Borneo Company, Limited.....	\$	15	\$38 sellers
A. S. Watson & Co., Limited.....	\$	10	\$16 sellers
Watkins, Limited.....	\$	10	\$10.60 sales
Hongkong Electric Company, Limited.....	\$	10	\$134 buyers
Hongkong Electric Company, Limited.....	\$	5	\$69 buyers
Hongkong and China Gas Company, Limited.....	£	10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited.....	\$	50	\$172 1/2 buyers
Geo. Fenwick & Co., Limited.....	\$	25	\$55 sellers
Hongkong Ice Company, Limited.....	\$	25	\$182 buyers
Hongkong High-Level Tramways Company, Limited.....	\$	6	\$275 buyers
Dairy Farm Company, Limited.....	\$	50	\$50
Hongkong and China Bakery Company, Limited.....	\$	10	\$20 buyers
Campbell, Moore & Co., Limited.....	\$	1	\$1.10
Bell's Asbestos Eastern Agency, Limited.....	\$	4	\$10 buyers
United Asbestos Oriental Agency, Limited.....	\$	5	\$2 sellers
Tebrau Planting Company, Limited.....	\$	20	\$192 buyers
Universal Trading Co., Limited.....	\$	5	\$8 buyers
Hongkong Steam Water-boat Co., Limited.....	\$	20	\$20 sellers
China Light and Power Co., Limited.....	\$	50	\$50
Robinson Piano Co., Limited.....	\$	50	nominal
Manila Investment Co., Limited.....	\$	50	nominal

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FLAG & RIG	CAPTAIN	FROM	AGENTS	DUE
America Maru.....	J	Str. H. Goings	Japan	T. Kishien Kaisha.....	Sept. 7th
Natal.....	F	Str. Bouis	Singapore	Messageries M.....	Sept. 9th
Empress of Japan.....	B	Str. H. Pybus, R.N.R.	Japan	C. P. R. Co.....	Sept. 10th
Carlisle City.....	B	Str. A. L. Paterson	San Diego	Butterfield & Swire.....	Sept. 13th
City of Peking.....	B	Str. T. T. Smith	San Francisco	P. M. S. S. Co.....	Sept. 19th
Gaelic.....	B	Str. Wm. Finch	San Francisco	O. & O. S. S. Co.....	Sept. 24th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office on the forms already supplied gratis, with the latest available information every day.

Intimations.

COTTAM & Co.

Now offering, Special Sample, Consignment of the Celebrated

K BOOT,

ENGLISH MAKE.

Hongkong, 26th August, 1901. [671c]

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

Te-House Road.

I am now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality.
Hongkong,

VESSELS IN PORT.

Steamers.

CLAM, British steamer, 2,310, J. Evans, 1st Sept.—Singapore 24th Aug. Bulk Oil.—Arnold, Karberg & Co.

CORTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 30th Aug.—San Francisco 2nd Aug., Honolulu 9th, Yokohama 22nd, Kobe 23rd, Nagasaki 25th, and Shanghai (Wooing) 28th, Mails and General.—O. & S. S. Co.

DR. HANS JENSEN, Norwegian steamer, 601, H. Larsen, 3rd Sept.—Canton and Sept. General.—Hansing, Buschmann & Menzell.

DUKE OF FIFE, British steamer, 3,721, J. S. Cox, 3rd Sept.—Tacoma via Port 3rd July, General.—Dodwell & Co., Ltd.

EASTERN, British steamer, 3,500, Winthrop Ellis, 1st Sept.—Kobe 27th Aug. General.—Gibb, Livingston & Co.

FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Java 23rd Aug., Sugar.—Jardine, Matheson & Co.

FOOCHOW, British steamer, 1,254, C. Simale, 2nd Sept.—Canton 1st Sept. General.—Butterfield & Swire.

GLENNFLOCH, British steamer, 1,434, R. S. Bainbridge, 30th Aug.—Sourabaya via Singapore 18th Aug. General.—Joo Teik Seng.

GLENNFLOCH, British steamer, 1,434, R. S. Bainbridge, 30th Aug.—Sourabaya via Singapore 18th Aug. General.—Joo Teik Seng.

GLORIOUS, British steamer, 1,141, Forbes Selby, 31st Aug.—Oman Co 23rd Aug. Coal.—McGregor Bro. & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 3rd Sept.—Foonchow 31st Aug. Amoy 1st Sept. and Swatow 2nd, General.—Douglas, Laipnik & Co.

HINSANG, British steamer, 1,360, P. M. B. Lake, 27th Aug.—Hongkong 25th August, Coal.—Jardine, Matheson & Co.

HIP SANG, British steamer, 1,040, Murray Crockett, 26th Aug.—Moji 21st Aug. Coal.—Jardine, Matheson & Co.

HONGKONG, French steamer, 723, J. Pannier, 2nd Sept.—Haiphong 30th Aug. General.—A. R. Marry.

INDRAVELLA, British steamer, 3,206, McGrath, 3rd Sept.—Moji 25th Aug. General.—A. R. Marry.

KATSUWAMA MARU, Japanese steamer, 405, Hayashi, 27th Aug.—Canton 27th Aug. General.—Chinese.

KUTSANG, British steamer, 1,495, T. W. Selby, 31st Aug.—Java 20th August, Sugar.—Jardine, Matheson & Co.

LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Moji 23rd August, Coal.—Jardine, Matheson & Co.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 3rd Sept.—Manila 31st August, Ballast.—Jardine, Matheson & Co.

LOYAL, German steamer, 1,006, Weichley, 3rd Sept.—Sourabaya 24th August, Sugar.—Siemens & Co.

LYEEMOON, German steamer, 1,238, The Lehmann, 3rd Sept.—Canton 2nd Sept. General.—Siemens & Co.

MICHAEL REUSEN, German steamer, 710, Jessen, 2nd Sept.—Haiphong 29th Aug. Rice.—Jensen & Co.

NANSHAN, British steamer, 1,299, Allan Jones, 1st Sept.—Bangkok 26th August, Rice.—Bradley & Co.

NESS, British steamer, 1,961, W. Penn, 31st Aug.—Moji 26th August, Coal.—Mitsui Bussan Kaisha.

PAKSIAN, British steamer, 1,235, F. E. Ferris, 1st Sept.—Saigon 27th Aug. Rice and Flour.—Bradley & Co.

PATRIA, Danish steamer, 1,854, B. D. Larsen, 1st Sept.—Moji 25th August, Coal.—Melchers & Co.

PICCOLA, German steamer, 875, E. Möller, 1st Sept.—Haitan 27th Aug. Sugar and Wood.—E. Asiatic Trading Co.

PROTECTOR, Norwegian steamer, 1,669, Thorsen, 26th Aug.—Moji 19th Aug. Coal.—E. A. Trading Co.

ROBERT DICKINSON, British steamer, 1,331, McDonnell, 29th Aug.—Penang 10th Aug. Bulk Oil.—Arnold, Karberg & Co.

SANDAKAN, German steamer, 1,374, Brandketter, 29th Aug.—Sandakan 24th Aug. Timber.—Melchers & Co.

SATSUNA, British steamer, 4,100, McPintosh, 3rd Sept.—New York 17th June, and Manila 31st Aug. General.—Dodwell & Co., Ltd.

SIBIRIA, German steamer, 4,879, Porzelins, 2nd Sept.—Shanghai 31st Aug. General.—Carlowitz & Co.

SITHONIA, German steamer, 6,568, E. Burmeister, 2nd Sept.—Moji 28th Aug. Coals.—Siemens & Co.

TAICHOW, German steamer, 862, W. Reher, 28th Aug.—Bangkok 22nd Aug. General.—Butterfield & Swire.

TAIYUAN, British steamer, 1,429, Dawson, 1st Sept.—Sydney 10th Aug. General.—Butterfield & Swire.

TIENSHIN, British steamer, 1,250, Armistead, 2nd Sept.—Canton 2nd Sept. General.—Butterfield & Swire.

TRYONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug. Kerosene.—Arnold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Cantor, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ltd.

Sailing Vessels.

BRIZEX, French ship, 1,400, Gontio, 7th Aug.—Cardiff 17th April, Coal.—Order.

CELESTE HURRILL, British ship, 1,764, C. A. Treffy, 29th May.—Manila 9th May, Ballast.—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General.—Arnold, Karberg & Co.

LAUNDER, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug. Ballast.—Master.

L. SCHEFF, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carlowitz & Co.

MANUEL LAGUNO, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil.—Standard Oil Co.

MARECHAL DE VILLARD, French bark, 1,171, Rinal, 31st May.—Cardiff 4th Jan. Coals.—E. A. Trading Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.

SUSQUTHANNA, American ship, 3,590, M. T. Bailey, 24th July.—Manila 17th July, Ballast.—Siemens & Co.

VALE OF DOON, British bark, 772, Peterson, 31st Aug.—from Nar Yun, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 4th, 1901.

Alacrity, despatch vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. G. F. M. Craddock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starling, Wooning.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. A. W. Paget, C.M.O., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 14 guns, Capt. E. H. Bayly, C.M., Foonchow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,165 h.p., Capt. G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 11,411 h.p., Capt. Henderson, C.M.O., Wooning.

Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

British 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Barr, Singapore.

Britannia, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foonchow.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Japan.

Dido, 2nd-class cruiser, 5,000 tons, 11 guns, 9,600 h.p., Capt. Tillard, Hongkong.

Edith, 1st-class cruiser, 5,600 tons, 11 guns, 12,000 h.p., Captain Sipelet, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.

Est, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firbrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Corter, Wei-hai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.

Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.

Isis, 2nd-class cruiser, 5,000 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.

Linnit, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. C. Curzon Howe, C.B., C.M.G., A.D.C., Wooning.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Shanghai.

Phaon, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Capt. Oldham, Canton.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. G. V. de M. Cowper, Shanghai.

Ramirez, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin, gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

Tailor, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodoreowell, C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Wei-hai-wei.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiukiang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.

Konigin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,500 tons, 9,900 h.p., Capt. J. P. Rossum, Swatow.

Leopold, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Martha Theresa, Austrian cruiser, 10 guns, 5,000 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runst, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 1,600 tons, twin screw, 96 guns, 9,500 h.p., Captain Jakowlew, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 18 guns, 9,000 tons, 8,000 h.p., Capt. Vserolovski, at Tientsin.

Albatross, Russian gunboat, 870 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.

Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrowsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 3,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gatnamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Taku.

Gremiatzky, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Mikulskiy, at Shanghai.

Korymbos, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silman, at Taku.

Mandouf, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 14,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

Nayadnoff, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Okeanoff, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coganoff, at Shanghai.

Petrovskoff, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.

Polstava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Ogeroff, at Nagasaki.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Dumojiroff, at Nagasaki.

Rozhynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komarov, at Singapore.

Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 12,000 h.p., 16 guns, Capt. Melesky, at Nagasaki.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissol Vilkhy, Russian battleship, 10,900 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.

Stovitch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 13 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Kogula, at Taku.

Zabikoff, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forest, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Karabik, Russian torpedo boat, 350 tons, Capt. Mounvief, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sitk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skai, Russian torpedo boat, 350 tons, Captain Sinimov, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sotchi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sun, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterlat, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungvri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 82 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexieff.

† Flagship of Rear-Admiral F. V. Dubossioff.

† Flagship of Rear-Admiral Reconnoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassowitz, at Shanghai.

* First Bismarck, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

*** Hansa, German cruiser, 5,800 tons, 30 guns, Capt. Paschen, at Wooning.

Hela, German despatch-vessel, 2,000 tons, 12 6-in. guns, Capt. Rampold, at Wooning.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Ilitz, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foonchow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Göllich, at Amoy.

** Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Wooning.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.

Sikunika, German cruiser, 1,200 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Glinnick, at Shanghai.

† Flagship of His Excellency Vice-Admiral Bendemann.

** Flagship of Rear-Admiral Geisler.

*** Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Bathme, at Taku.

Benzali, 2nd class despatch-boat, Lt. Comdr. Des La Croix de Castries, at Nagasaki.

Bugatski, 2nd-class cruiser, 4,000 tons, 10 guns, 9,000 h.p., Capt. Desfray, at Shanghai.

Chasseloup-Laufail, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foonchow.

Comite, gunboat, 600 tons, Capt. Lotiel, at Canton.

Decidie, gunboat, 600 tons, Capt. Marésubette, at Taku.

* D'Entrecasteaux, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.

Desbarrie, 2nd class protected cruiser, 4,000 tons, 36 guns 691 h.p., Captain Sadiet, at Shanghai.

Eure, Dispatch transport, Capt. Vallee, at Saigon.

Freant, gunboat, 693 tons, Capt. Adam, at Japan.

Guichen, 1st-class cruiser, 9,000 tons, Capt. Perem, at Shanghai.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 11,800 h.p., Capt. Aubin, at Taku.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.

Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.

Six, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.

Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Mornet, at Shanghai.

Ville D'Alger, monitor, 944 tons, Captain Bonnessur, at Hongkong.

Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Foonchow.

* Flagship of Vice-Admiral Courrejollies.

THE AMERICAN SQUADRON.

Albatross, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.

Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.

Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Gurin, at Manila.

Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.

Glacier, U.S. supply-ship, Lieut.-Comdr. A. Mertz, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.

Isa de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.

Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Naro, at Manila.

Marietta, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. O. W. Farenholt, at Shanghai.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Taku.

Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Canton.

Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st-class U.S. battleship, 10,260 tons, 16 guns, 11,111 h.p., Capt. F. W. Dickens, U.S.N., at Wooning.

Petal, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Com. Harry Knox, at Shanghai.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Hongkong.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Wilmington, U.S. cruiser, 2,222 tons, Capt. C. O. Allibone, at Amoy.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,170 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafra, U.S. dispatch-vessel, 675 tons, Capt. J. L. Purcell, U.S.N., at Hongkong.

THE ITALIAN SQUADRON.

Calabria, Italian cruiser, 2,946 tons, Capt. C. Cantelli, Shanghai.

Elba, Italian cruiser, 2,720 tons, Capt. Ceconci, Taku.

Fiermosca, Italian cruiser, Capt. Carlo Negri, Shanghai.

Stromboli, Italian cruiser, 4,033 tons, Captain Ceconci, Hongkong.

Vesuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 h.p., Capt. Zezi, at Shanghai.

Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.

Battleships.

Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misi, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsumura, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Isurukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.

Hiei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Hiyeno, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,860 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Namiwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sat-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akikishima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tsubutsi, 3rd class, 1,300 tons, Capt. S. Mutsui, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takehouchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.